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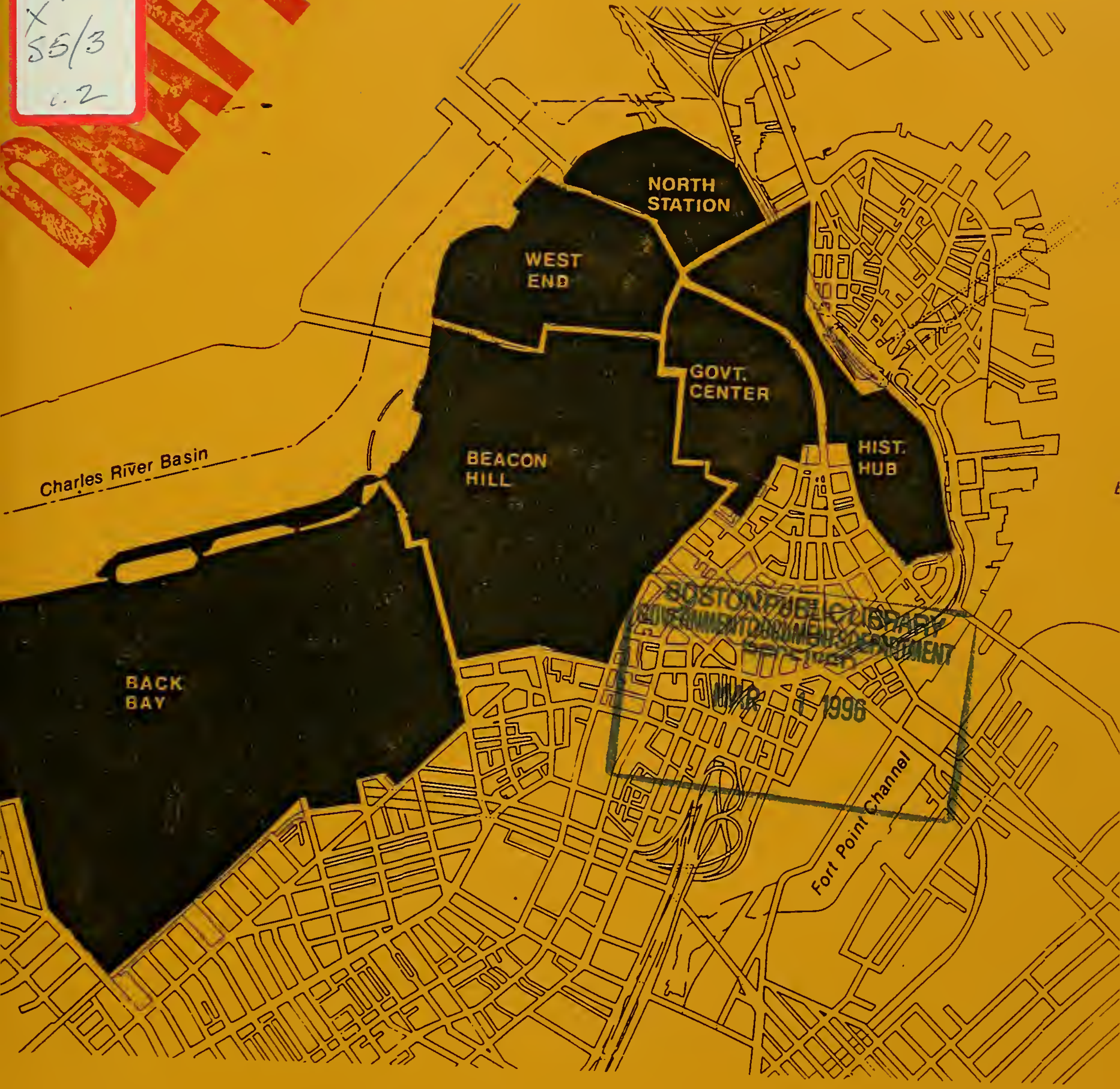

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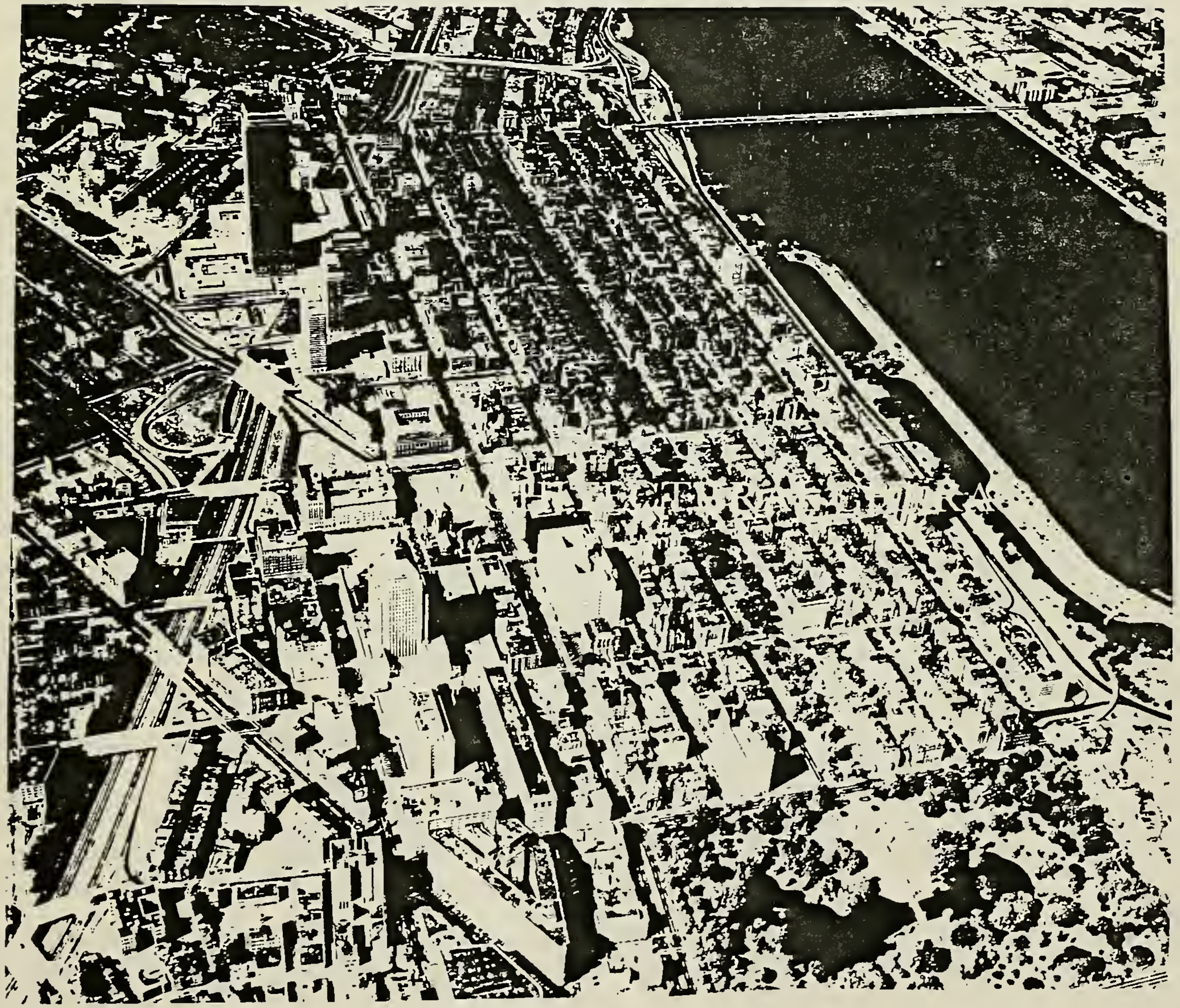
SIX DISTRICT DESIGN GUIDELINES

BACK BAY



BACK BAY : HISTORY

The Back Bay, Boston's elegant residential district, was originally a broad shallow body of water located beyond the southwestern shoreline of the old Boston peninsula. The bay seperated Boston from Brookline and bordered the narrow neck of land access to Roxbury in the vicinity of the present South End.

Development of the Back Bay began in 1814 when the Boston and Roxbury Mill Corporation proposed a scheme to harness its tidal flow for commercial purposes. A granite-faced mill dam built by Uriah Cotting and completed in 1821 stretched across the bay along a route corresponding to the present Beacon Street. The mill dam project, however, was soon forced to compete with steam powered manufacturing and never became the financial success envisioned by its promoters. Railroad lines built across the damed basins in 1830's further frustrated industrial development by impeding the flow of water in the bay. By 1849, stagnating Back Bay waters produced an unhealthy and offensive sewerage problem, prompting Henry James to describe Back Bay as a "brackish expance of anonymous character." (Kay 1980) City health officials, in the interest of public welfare, demanded that the area be filled.

In 1852, a special commission appointed by the State Legislature prepared a plan for the development of the Back Bay and directed architect Arthur Gilman to lay out a plan and build on the new land. Filling began in 1857 with gravel brought from Needham by a specially constructed railroad line. By 1860, Back Bay had been filled as far west as Clarendon street. By 1870, the fill reached Exeter Street and by 1880, the entire area now known as the Back Bay district was solid ground. In the next ten years, the fill was extended beyond Kenmore Square, and subsequently continued along Bay State Road. At its completion, the monumental Back Bay project had added 450 acres of new land to the City of Boston. Unlike earlier residential plans for Beacon Hill or the South End, The Back Bay was not divided into tree-lined squares but was conceived as a grand scheme of generously landscaped parallel avenues. Commonwealth Avenue, designed as the dominant boulevard of the area, provided the district with a central linear park and served to connect the green open spaces of the Common and Public Garden with those of the Fenway system.

Despite many variations in architectural style, the Back Bay developed as an area distinguished by a general consistency of character, form, and scale. This architectural unity, deteremined for the most part by the linear boulevard plan which subordinated individual town houses to the design of the street, was strongly encouraged by the uniform parcel sizes and the original, farsighted deed restrictions imposed upon Back Bay construction. These restricting specifications specified minimum building heights, established a system of generous setbacks on all major streets, and called for masonry construction. The mandatory building setbacks, coupled with later limitations on mass, assured the development of a continuous street facade, regular cornice and mansard lines, and a repetitive pattern of projecting oriel and bay windows. (Back Bay Architectural Commission, 1984)

The Back Bay was designed as a complete neighborhood and it reflected Bostonians' interest in its cultural and religious institutions. Half of the profits made by the Commonwealth from Back Bay holdings, nine acres, was

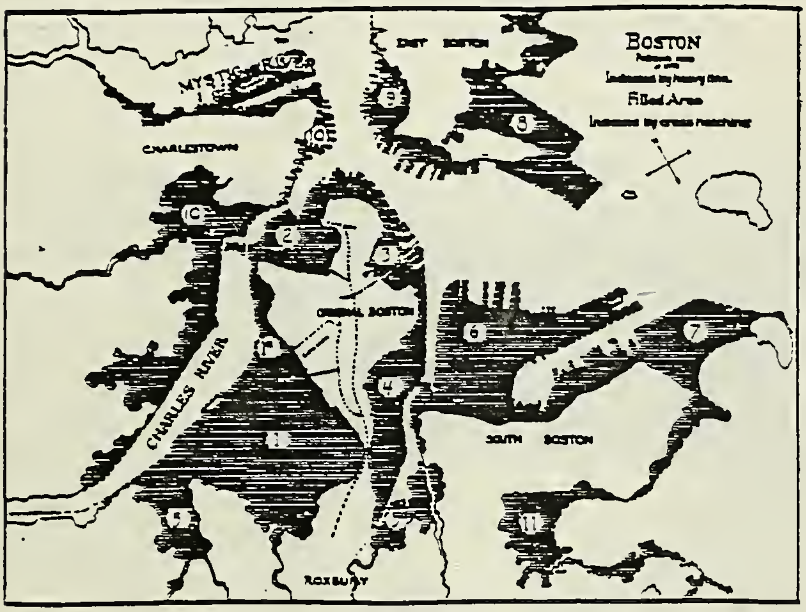
allotted to public buildings while nearly half the total, 45 acres, went to public grounds. (Kay 1980). Boston's established families, moving to new homes in this fashinable district, brought their churches with them. The Brattle Square Unitarian Congregation sold their 1772 colonial meeting house and commissioned H.H.Richardson to build a new one on Clarendon Street and Commonwealth Avenue. A year later, in 1872, Richardson was commissioned to design Trinity Church. In 18974, Cummings and Sears began the new Old South Church, and in 1893 Franklin J. Welch built the chapel of Christian Science. For the intellectual, Back Bay offered the Bosdton Public Library by Charles F.Mc.Kim, formerly a draftsman for Richardson and Symphony Hall by McKim, Mead and White in 1900.

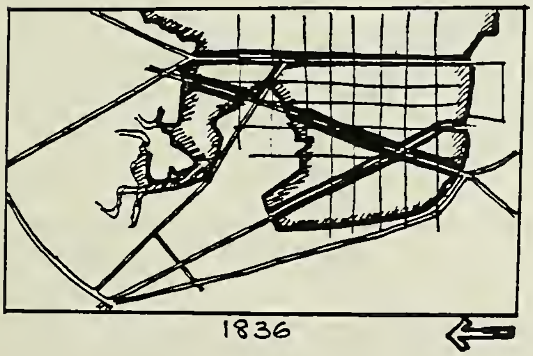
Boylston Street became the focus of the Back Bay's business and cultural activity, and along the street is found a significant collection of commercial buildings which reflect a variety of architectural modes prevalent from the late 19th. into the 20th century in Boston. As a group, these buildings portray the changing character of the street through its history. The common eclecticism of the period's commercial architecture survives to a considerable extent on Boylston street, and the architectural styles represented include the Romanesque, Pier Spandrel Commercial and Beaux Arts. Although the first level storefronts of the buiildings have been altered through the years, the upper stoties generally remain intact.

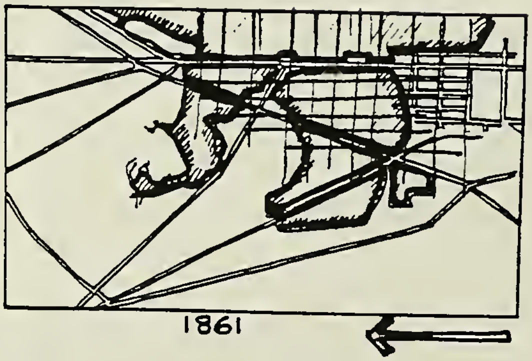
In 1894, a movement for height restrictions led to the imposition of a 90 foot height limit in Copley Square. The action was the result of a petition in favor of scaling down buildings within 500 feet of the square or any park ground. When the construction of the Westminister Chambers hotel threatened to exeed the height limit, the old Museum of Fine Arts and Massachusetts Institute of Technology sued the owners. The arguement was that the public had created the beauty of Copley Square, and thus should control what happens in it. William Minat, the city's largest taxpayer, phrased the philosophy as "Its was the City that made the square so beautiful." The Massachusetts courts and the Supreme Court in 1903 endorsed the City's rights to limit the heights and the hotel was cut down to 90 feet. Ironically, it sat on the site of what would become the John Hancock Tower, a building 700 feet higher than the Westminister Chambers hotel (Kay 1980).

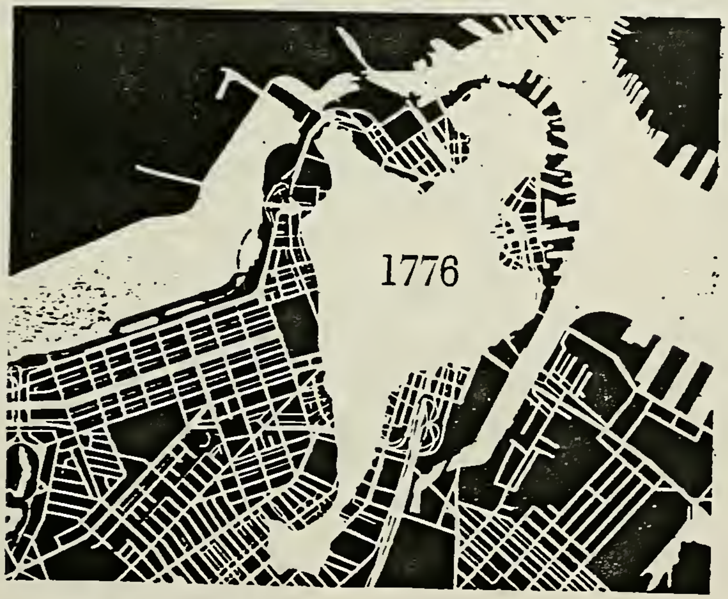
After the 1920's, new construction especially on Boylston Street took on a new dimension in the form of large-scale office buildings and development. New Englamnd Mutual Insurance Company's 10-story office structure at the corner of Clarendon Street was built from 1938 to 1942 and took approximately two-thirds of its block. From 1950 to recent years, glass and metal have been employed in such monolithic structures as the IBM building and the McGraw- Hill Building. High-rises came to Back Bay with the erection of the Prudential Center in the 1960's, creating greater building setbacks from the street.

HISTORIC DEVELOPMENT: LANDFILL




1836


1861



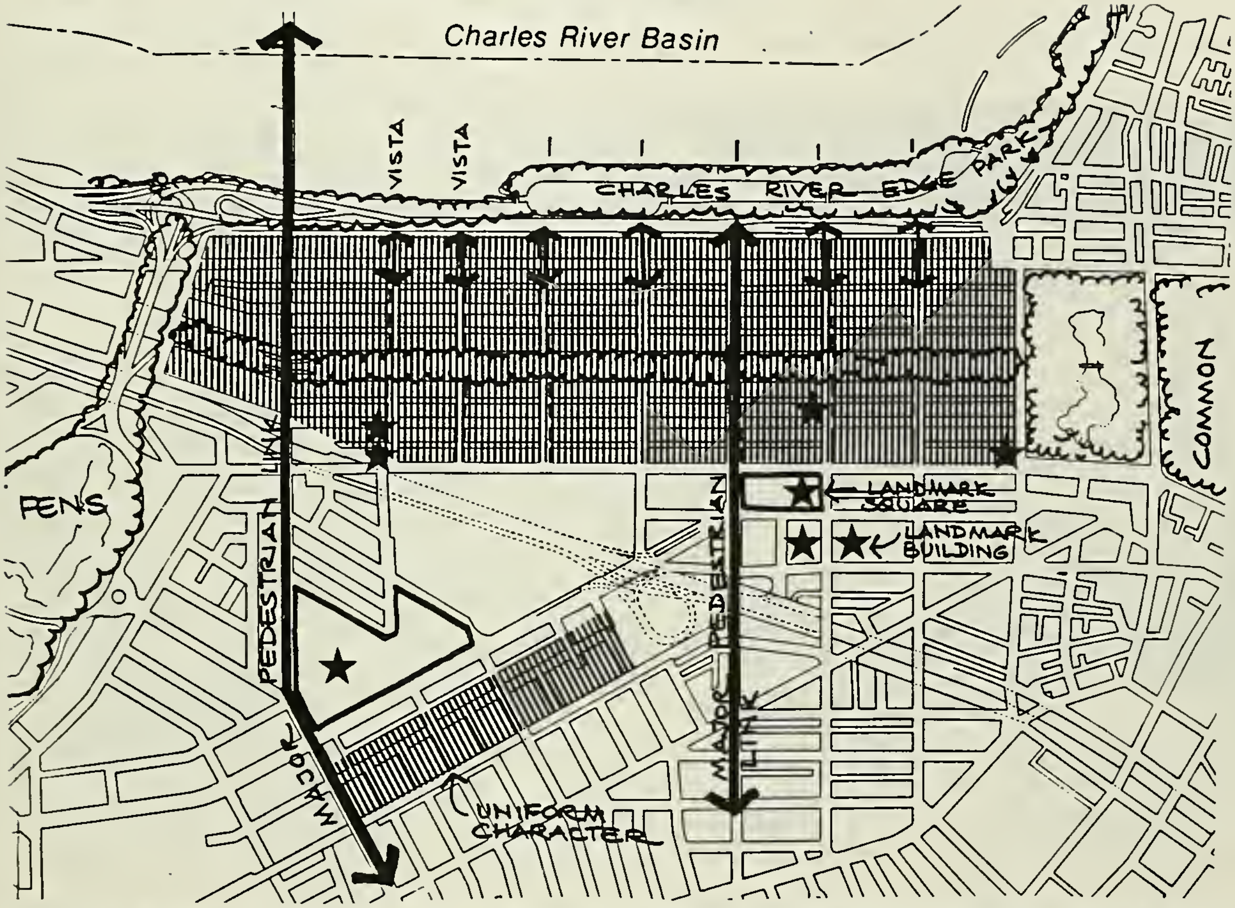
THE FILLED-IN AREAS OF BOSTON

Boston has greatly increased its area by filling bays, coves, and inlets. The original area is usually given as 783 acres. The filled-in lands add between three and four times that amount. Dates and amounts given below are approximate only as records do not agree, having been made at different times and by different men, and in certain localities filling-in is still in process. The figures are the best available and the numbered paragraphs refer to sections indicated on the accompanying map.

1. Back Bay, amount about 570 acres, mostly done after 1856 and continued to 1894.

1a. West Cove, amount about 80 acres, begun in 1803 and completed in 1863.

BACK BAY: SPECIAL FEATURES

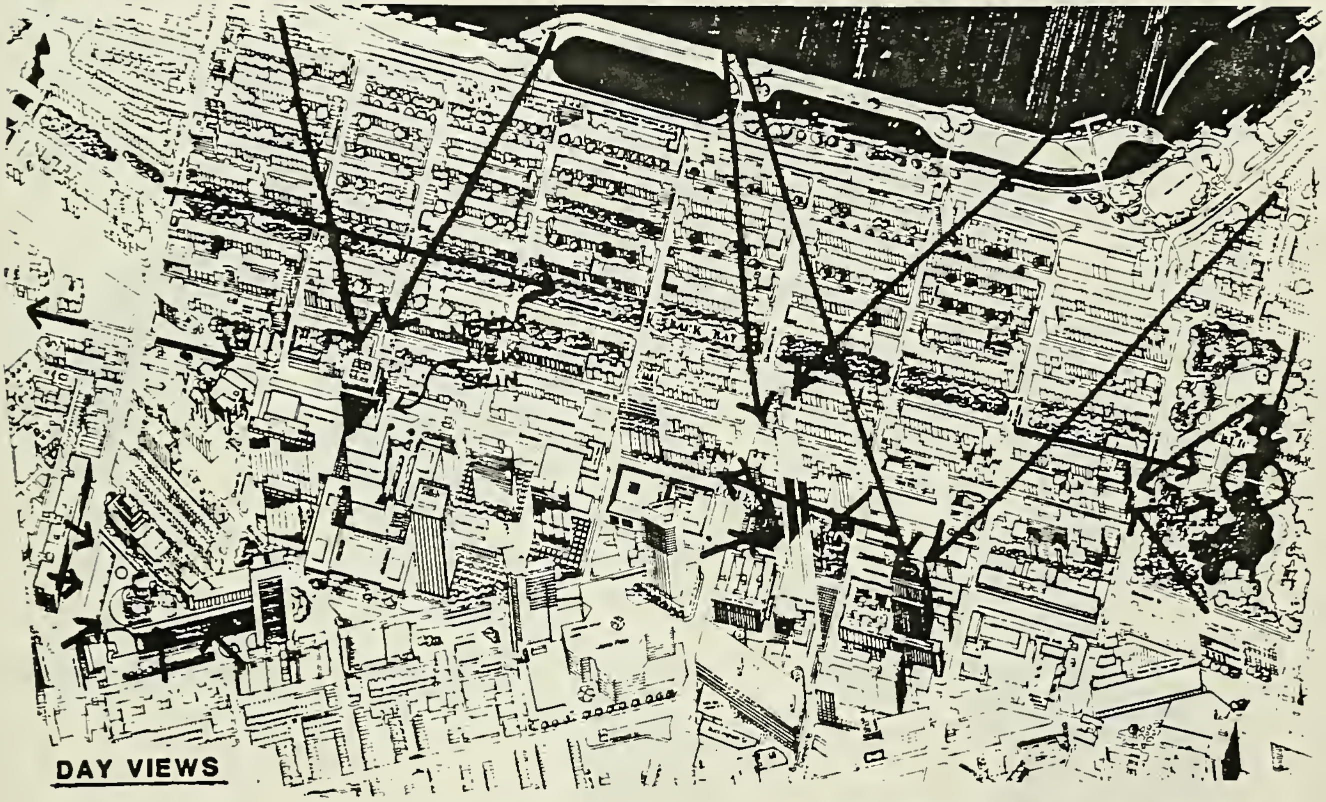


New development should enhance the special character of these features and not detract from them.

- o Charles River Esplanade Park
- o Vistas along grid; especially to Charles river and Downtown
- o Fens, commons, Commonwealth Avenue- park system
- o Major pedestrian links; Massachusetts Avenue and Dartmouth Street
- o Areas of uniform, special historic character
  - residential Back Bay
  - St.Botolph's District
- o Landmark Squares
  - Copley Square
  - Christian Science Plaza
- o Special Landmark Buildings
  - Trinity Church
  - John Hancock (old & new)
  - Arlington Street Church
  - Old South Church
  - First Baptist Church
  - Insituite of Contemporary Art
  - Fire Station Building
  - Boston Architecture Center Mural

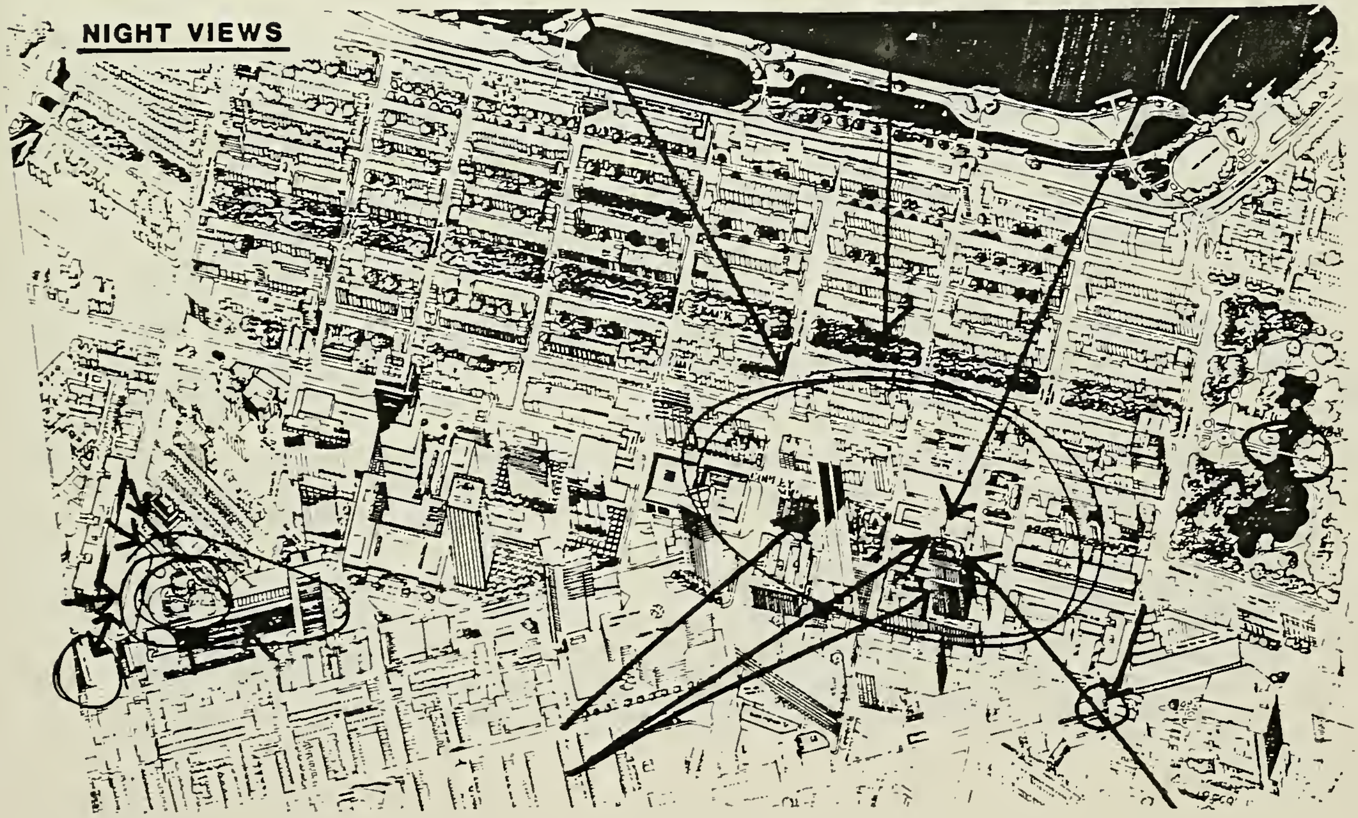
BACK BAY: VIEWS

All new development must contribute to these views without detracting from their unique character

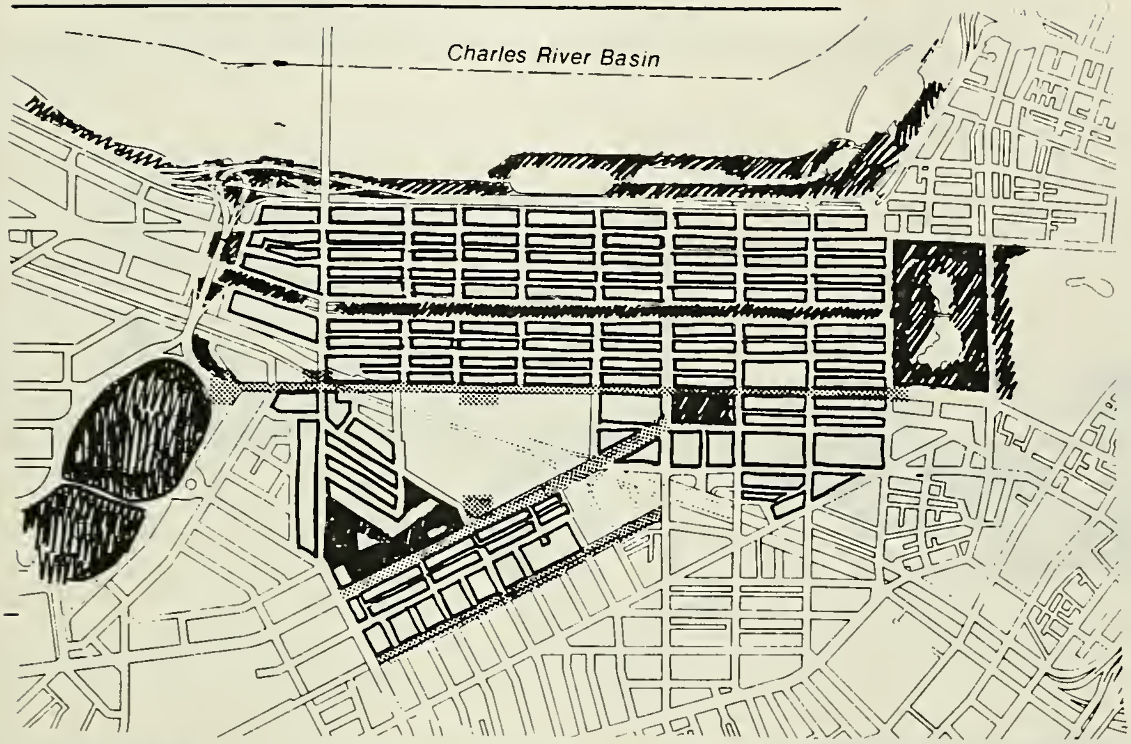


DAY VIEWS

NIGHT VIEWS



BACK BAY: OPEN SPACE PLAN



OPEN SPACE PLAN

TO PRESERVE & IMPROVE

- STREET GRID
- COMM. AVE.
- COPLEY SQ.
- CHRISTIAN SCIENCE PLAZA
- FENS, COMMON & CHARLES RIVER PARK

TO CREATE & / PLANNED

- S.W. CORRIDOR PARK
- BOYLSTON "BOULEVARD" FROM FENS TO COMMON
- NEW "SQUARES" ON BOYLSTON AT MASS. AVE. & PRUDENTIAL & PRUDS. "WINTERGARDEN" ON HUNTINGTON (PROPOSED)

Back Bay is unique in the variety of open spaces it offers within the larger open space network of Boston. New development can help create new open spaces to further develop the network, also maintain and improve existing public spaces within the district.

o Its uniform east west street grid and Commonwealth Avenue provide links between the Public Garden/ Common and Fenway. A new parkway is being completed as part of the South West corridor project.

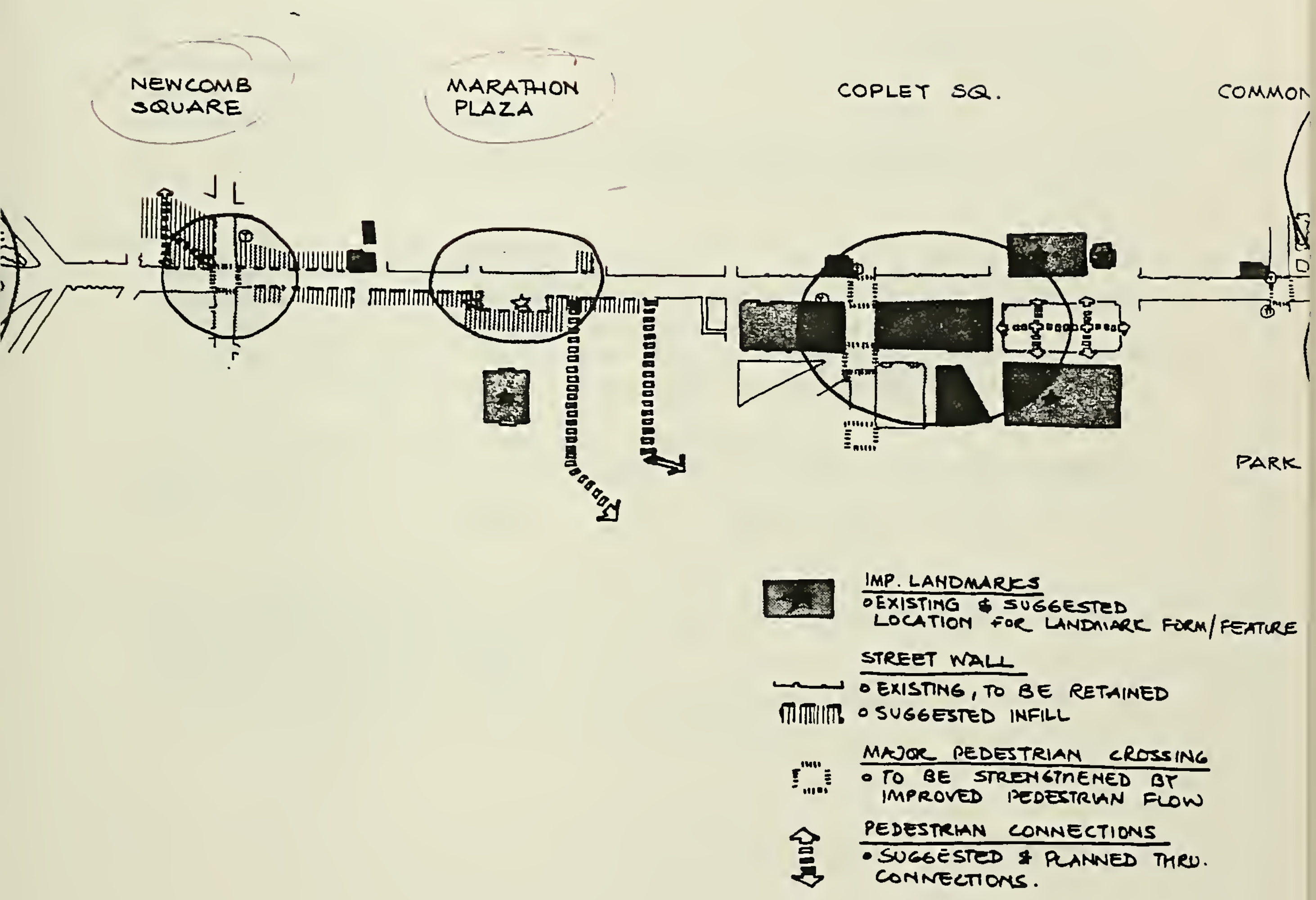
o The district is edged by the Charles River Esplanade and the Charles River to the north. Ther park edge must be preserved and enhanced as a recreation facility.

o A number of streets lend themselves to being preserved and developed as boulevards; notable ones being Commonwealth Avenue, Boylston Street and Huntington Avenue.

o Important squares that influence the image of Back Bay and Boston are the Copley Square and the Christian Science Plaza. Other major public spaces that need to be created are at Newcomb Square (intersection of Massachusetts Avenue and Boylston) Marathon Square along Boylston, and Prudential's proposed "wintergarden" along Huntington Avenue.

BACK BAY

SPECIAL OPEN SPACE: BOYLSTON STREET BOULEVARD


NEWCOMB SQUARE
MARATHON PLAZA
COPLEY SQ.
COMMON
PARK
IMP. LANDMARKS
○ EXISTING & SUGGESTED LOCATION FOR LANDMARK FORM/FEATURE
STREET WALL
○ EXISTING, TO BE RETAINED
○ SUGGESTED INFILL
MAJOR PEDESTRIAN CROSSING
○ TO BE STRENGTHENED BY IMPROVED PEDESTRIAN FLOW
PEDESTRIAN CONNECTIONS
• SUGGESTED & PLANNED THRU. CONNECTIONS.

Boulevard Character

- Enhance existing squares on and off Boylston Street;ie.Copley Sq./Park Plaza.
- Create new local public spaces at; Fens, Newcomb Square and Marathon Square.
- Create a sense of containment; encourage street infill
- Create a continuous pedestrian experience; encourage public uses/retail at ground level.
- Improve pedestrian crossings
- Improve pedestrian connections to other pedestrian routes through turnpike air-rights site to Newbury street, through Prudential and St.James garage site.
- Improve street quality by providing pedestrian aminities and landscaping to increase continuity of street level pedestrain experience.

BACK BAY

DEVELOPMENT ISSUES

GROWTH

- Replacement and/or over shadowing of characteristic historic buildings by new development.
- Ground water table disruption.
- Over construction of growth along upper Boylston Street.
- Productive use of air-rights over Massachusetts Turnpike.
- Wind, shadow and daylight impacts of new development.

PUBLIC DOMAIN

- Loss of some spectacular vistas and need to enhance existing.
- Pedestrain connections need aminities and special guidelines, especially;
  - Boylston Street; from Fens to Common as a Boulevard
- - Huntington Avenue ; from Copley Square to Symphony as a Boulevard
  - Through Prudential Center; from Back Bay to South End across Huntington.
  - To the Charles River Esplanade from Back Bay.
- Potential to develop new public space (Newcomb and Marathon Square) along Boylston.
- Develop program to increase art work in public realm.

ARCHITECTURAL HERITAGE

- Preservation of historic landmark buildings and, settings such as Copley Square and Christian Science Center.
- Protection of Historic District.
- Developing standards for new landmark quality buildings.

DISTRICT GOAL:
Preserve and enhance the historic character of Back Bay district.

DISTRICT ISSUES

1 Residential and Commercial markets
The Back Bay has both a strong residential and commercial market which have created a number of issues to arise, related to development impacts and compatability of uses.
- o The residential market currently has a very low vacancy rate. Furthermore a lack of affordable housing continues to grow for individuals (and families) of moderate or low income, particularly those 55 years of age or older.
- o In the commercial sections of Back Bay, the design impacts of tall buildings must be carefully considered. Current new development along
upper Boylston represents a magnitude of development that may severely impact the character of the Historic Back Bay District, along with the living and working conditions in the area. The three related micro-climate issues are;
    - shadow impacts from tall buildings on adjoining residential/business areas and landmarks.
    - high winds created, especially in and around Copley Square and the Prudential Center.
    - the amount of sunlight present in public open spaces such as Copley Square, neighborhood playgrounds. The amount of daylight along the pedestrian movement areas.

2. Open Space
Open spaces, already at a premimum in the Back Bay, is being subjected to increasingly high use.

3. Work Day Population
Tall office buildings accomodating large numbers of people have contributed to the increase of the work-day population of Back Bay; creating preasures on the areas'
- public transportation
- parking.
- street system.
- sidewalk network.
- increased trash and litter problem.

4. Signage
Proliferation of signs on commercial establishments along the major retail streets are marring the appearance of the area.

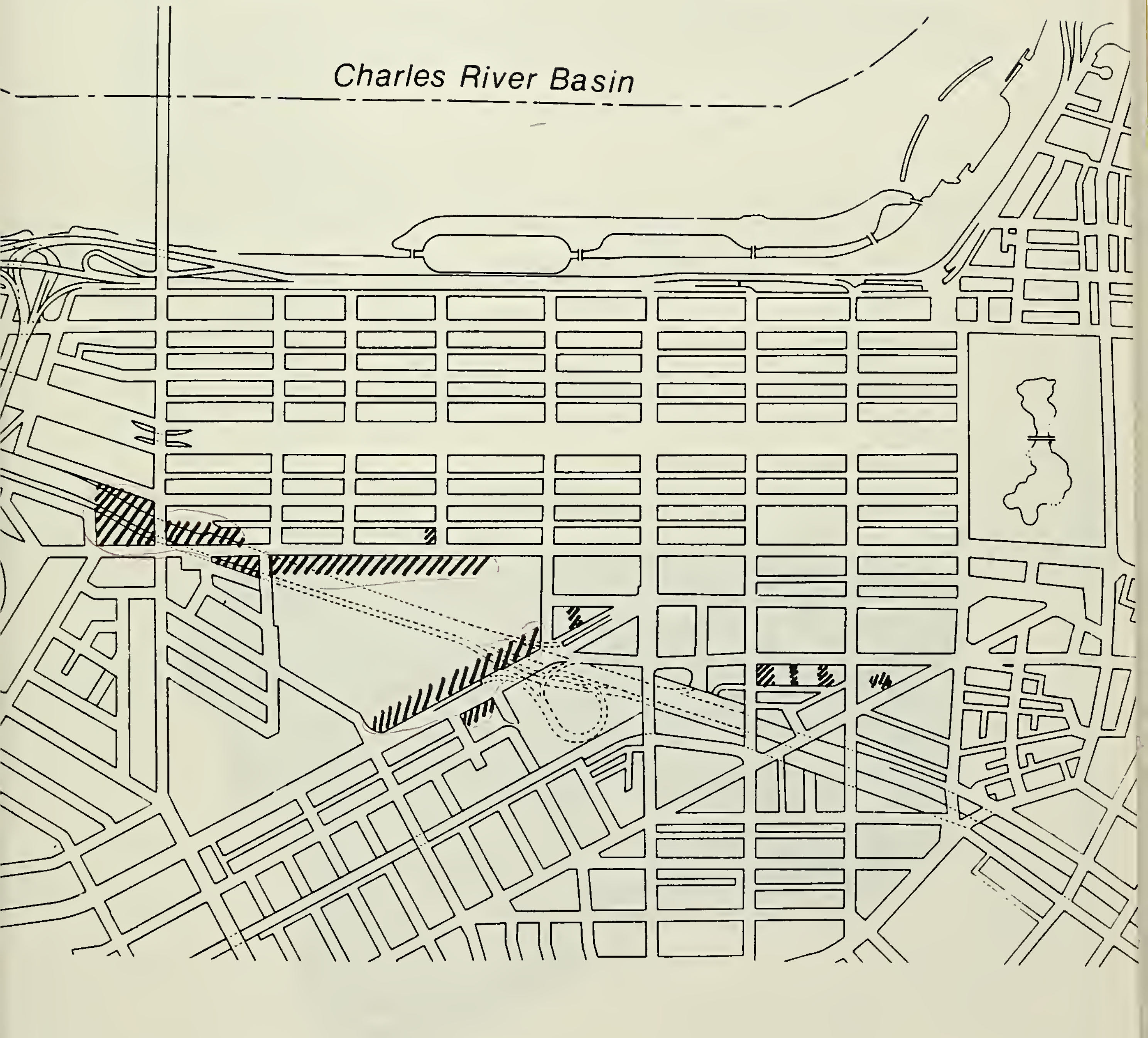
5. Parking Shortage
A shortage of commercial parking spaces exists on the major retail streets.

6. Infrastructure Capacity
Any new development in the Back Bay must consider the area's infrastructure capacity, such as its electric, water, and sewer lines and its geography.

7. Low Water Table
Of particular importance in Back Bay is the impact of new development on the low water table in the area.

BACK BAY

DEVELOPMENT SITES

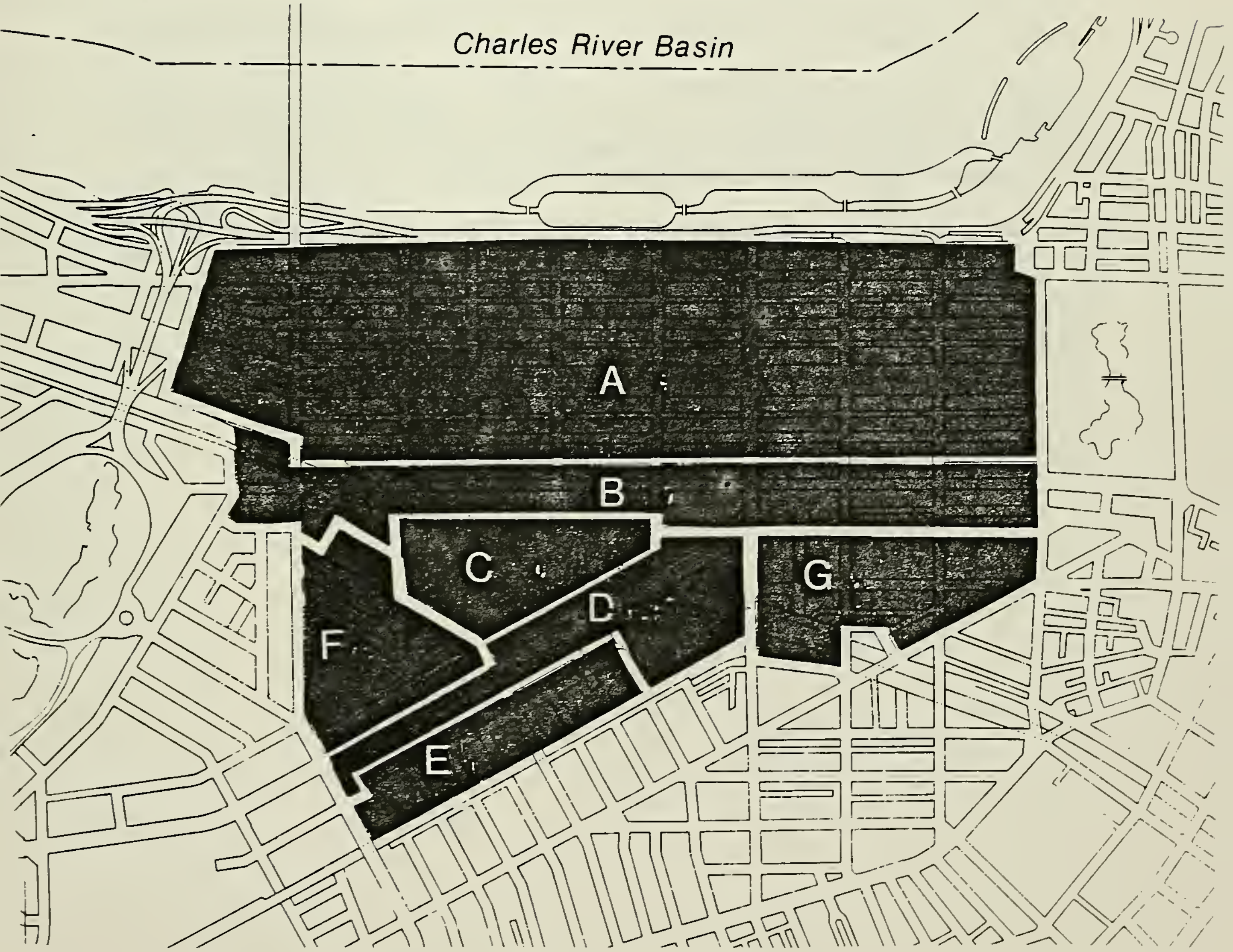


Guidelines Sub-Areas

The Back Bay has developed into seven height* and guidelines sub-districts.

A. The Victorian Residential/Commercial District bounded by the Fenway, the Public Garden, the Charles River, and Alley 439 (between Newbury and Boylston Street).
B. Boylston Street -
C. Prudential Center
D. Huntington Avenue -
E. The St. Botolph Historic District.
F. Christian Science Center.
G. St. James to Columbus Avenue between Arlington and Dartmouth Streets.

* indicated on map are maximum heights allowed



BACK BAY

SUMMARY OF SUB-AREA GOALS

A. Victorian Residential/Commercial District: Protect and reinforce existing scale, architectural style and historic neighborhood character. Rehabilitation is encouraged.

B. Boylston Street: Stabilize growth along upper Boylston and increase structured development towards Massachusetts Avenue. Improve Boylston Street's boulevard character, from Fens to Common.

C. Prudential Center: Provide transition of scale from high rise to Back Bay and South End neighborhoods. Improve street edge character along Boylston and Huntington Avenue. Encourage balanced mix of uses to meet neighborhood, conventions, office needs.

D. Huntington Avenue: Improve streetwall and pedestrian connection from Symphony Hall to Copley Square. Encourage mix of retail and residential uses in new development to increase pedestrian activity along street.

E. St. Botolph Street: Protect and reinforce the existing scale, historic character and residential use pattern. Rehabilitation of existing structures is encouraged.

F. Christian Science Center: Preserve and reinforce overall low scale and openess of area. Protect landmark quality of Christian Science Church, plaza and colonnade. New development along Massachusetts Avenue shall continue existing mix of retail and residential uses on Massachusetts Avenue.

G. St. James to Columbus Avenue: (between Arlington and Dartmouth Streets): Provide transition from commercial Back Bay high rise to historic character of Bay Village. Also, to relate to the pedestrian scale redevelopment planned for Park Plaza area. Encourage continuity of Columbus Avenue streetwall in height, and massing. Infill construction and rehabilitation is encouraged.

Guidelines:

Back Bay: Victorian Residential/Commercial District

Height: The predominant height in the Back Bay is 50 feet (4 stories and a high basement). New structures should follow this pattern as the guideline.

Massing: The sale of narrow lots ranging from 25 to 45 feet wide created a building module or rhythm along the street that must be recognized and repeated if new larger developments are to fit the scale of the Back Bay.

Streetline: New structures must observe the existing street pattern. If an infill lot is flanked by buildings that are built to the street right-of-way, then the infill development must be built on the street right right-of-way line. If an infill lot is flanked by buildings with setbacks from the street, then the infill building must be setback with an equal setback.

Curbcuts: The Back Bay street pattern consists of streets and alleys. New development must respect this layout. All service garage and vehicular entries are restricted to the alleys. No curb cuts are permitted.

Street Interface: Character of the Back Bay has each building seperated from the sidewalk by a wrought iron fence, coping, landscaping and stairway to the first floor which is approximately eight to nine feet above ground.

Materials & Character: The architectural character of the Back Bay Historic District is determined by an expansive complex of masonary buildings of similar form, scale, proportions, color and texture. Although varations do exist, the traditional Back Bay townhouse is constructed of red brick, or brown stone, is three to five stories high, is placed perpendicular to the street, is attached on both sides, is set back 20-22 feet from the front property line, is usually crowned by a mansard roof.

Uses: The area is a historic residential district with Newbury Street and Massachusetts Avenue as its commercial spines. Uses along Newbury Street and Massachusetts Avenue shall retain existing mix of street level retail and upper level offices/residential with neighborhood retail uses being encouraged on the ground level.

Guidelines

Boylston Street

(Specific zoning recommendations were recommended by the Boylston Street Zoning Study)

Height:

All new structures should have a height that is no less than twice or more than three times the width at the base, with the maximum overall height, not to exceed 90-120 feet in new proposed B-8 zones or 65 feet in new proposed B-6 zone. (ref. Boylston Street Study, recommended zoning.)

Massing:

The basic width module, for new construction on Boylston Street should be 25 feet. In buildings wider than this amount, their facades should be subdivided into modules no wider than 25 feet. Other rhythms to be retained are the vertical subdivisions and the irregular "up and down" roofline of the street. Projecting bay fronts are not typical of Boylston Street facades and are more in character with residential Back Bay.

All new development should have a pronounced first floor cornice line. Piano nobiles, highly articulated second floor facades are encouraged. Upper cornices are required.

All designs should demonstrate their use of classical proportioning system, in a manner consistent with the other buildings on the block.
All buildings must be in line with adjacent structures; between the heights of 70-90 feet from the street level a minimum setback of 12 feet must be maintained.
Accentuated cornice bands shall also be provided to emphasize and reinforce predominant heights along the block.

Building Materials:

Primary building materials shall be masonry, including brick, marble, limestone, light granite, terra cotta (similar in character to existing terra cotta on 19 cent. building in street). Dark tinted glazing and bright color cladding materials are to be avoided.

Recessed windows are required. Strip windows are discouraged, large, undifferentiated panes of glass are not appropriate. Expression of lintels, sills, mullions is desirable.

Streetline: New structures must observe the existing streetline. No structural additions may extend into the sidewalk. Moveable cafe seating and free standing show cases, vitrines, no larger than 7x5x3 feet may be allowed within the building property line, and not closer than 15 feet from the sidewalk edge. Storefronts should be sympathetic and evocative of the original design and structure.

the alleyways. No curbcuts are permitted on Boylston Street.

Uses: Retail and public spaces are required at the ground level along Boylston Street. Retail uses shall include neighborhood retail along with commercial and tourist related retail/services.

A diverse mix of uses that currently exist including housing, retail, cultural and entertainment, shall be retained; while more neighborhood retail at ground level and residential on upper floors is encouraged.

Rooftops: All buildings should be massed within, the limits of other guidelines, to create distinctive building roofline that accentuate the rhythm of the varying roofline along the street.

Mechanical equipment penthouses shall be set back from parapet, not exceeding 15 feet in height, and the form shall be integrated into the overall roofscape of the street. The following appropriate cladding material are encouraged: copper, painted metal, tile or slate.

Guidelines

Prudential:

Height and Massing:

The guidelines under this category subdivided by sub-areas within the Prudential Center whose height and massing respond to the different surrounding contexts. Within an overall proposed project zoning of FAR 7 the recommended height and massing guidelines are as follows.

(i) Boylston Streetfront

Building elements are not to exceed a height of 120 feet. This height to be established for buildings that extend up to 150 feet from the Boylston Street sidewalk. Massing should respond to the block pattern of Back Bay, the Fairfield intersection and the facade articulation along Boylston Street (ref. "Massing", Boylston Street sub-area guidelines).

(ii) At Marathon Plaza

Building frontage on plaza should include building elements and massing along southern edge that defines the public space as a landmark feature. Building height not to exceed 120 feet Boylston Street height limit.

(iii) Huntington Avenue

Building heights along avenue not to exceed 150 feet and should relate to the street grid of the south end that meets Huntington Avenue. New development massing should develop a continuous street wall that clearly defines the stretch of avenue between Exeter and Belvidere Street.

(iv) Other Edges

Building massing along other edges of Prudential should respond to the Christian Science plaza and Colonnade building along the Belvidere Street edge, along Exeter Street and Ring Road building elements should provide a transition of height and scale from tower to neighborhood scale.

(v) Prudential Center Interior

Within the interior portions of the Prudential Center (i.e., at distances greater than 150 feet from Boylston, Exeter, Huntington and Belvidere Street building edge) the maximum allowable building height on selective locations shall be 300 feet. Building heights and massing shall create and emphasize a transition in height and scale between existing high rise and the predominantly low building heights of the adjacent neighborhoods. Avoid massing and heights that create substantial new shadow or adverse wind conditions especially along public use area.

Character:

Design, entrances, fenestrations and architectural details should relate strongly to the architectural quality and character of the surrounding historic neighborhoods with a strong emphasis on pedestrian scale and streetscape views.

Rooftop designs of new buildings must provide interest and tie in with the form of the skyline. The attempt should be to "fit", not dominate the skyline. All building tops above 65 feet should consider their rooftop as part of the different views of the Back Bay skyline.

Uses:

Housing

As a minimum, 500 units of new housing should be developed to meet market needs and minimize housing impacts of the new development. Thirty percent of the units should be for low/moderate income households. New residential development should be low/medium rise development, within a 150 feet height limit.

Retail

A significant proportion of the retail must be devoted to neighborhood retail and convention-related services. Retail uses are required at the ground level along the Boylston Street frontage.

Office

New office space should be integrated with the housing and retail components. Consideration shall be given to the size and phasing in of new office space, given the other office projects in the Back Bay - open space/community facilities a minimum of 50% of the land area should be available for public access.

Parking

The guidelines of the City of Boston parking freeze must be followed.

Pedestrian Circulation:

Provide pedestrian ways that reweave the project into the fabric of the adjacent neighborhoods and connect the Back Bay grid (Gloucester, Fairfield, and Exeter) with the South End grid (Harcourt, Garrison, and West Newton).

Provide paths along pedestrian desire-lines, connecting Copley Place Hotels with Hynes Auditorium, and connecting transit stations with destinations in Prudential Center.

Provide easy transitions between street and plaza levels at frequent locations along the perimeter streets.

Provide activity and interest along all pedestrian routes within and around the Prudential Center.

Curbcuts: All service, garage and vehicular entries are to be off Boylston and Huntington Avenue. No curbcuts are permitted on these two streets.

Guidelines

Huntington Avenue

Height and Massing:	Maximum permitted building height is 155 feet. Massing along streets should attempt to "frame" an entry boulevard to Copley Square and Trinity Church. Also to create a transition between Prudential's high rises to South End.
Character:	Ground level retail uses are required along Huntington. Public spaces off Huntington; Christian Science Plaza and proposed Prudential "wintergarden" should be kept highly visible and easily accessible from Huntington.
Streetline:	New infill development must create a streetline (especially along Prudential edge) that builds up to the street right-of-way and emphasize the band of street retail.
Pedestrian Circulation:	Pedestrian circulation improvements should connect Symphony at Massachusetts Avenue with Copley Square on Boylston. Tree lined boulevards, public seating, street retail on both sides, should create a more boulevard character to avenue. Improved pedestrian crossings or walkways should be provided at connections from Back Bay and Prudential Center at Belvidere Street to West Newton, and from Prudential Plaza to Garrison Street corner.
Uses:	Ground level uses oriented to the street are required with residential on the upper floors.

Guidelines

St. Botolph Street

Height: Predominant height in the historic district area of 65-70 feet is to be retained. New construction around the district should respond to both the historic and residential character of the district.

Materials: Warm red to brown brick with granite sills, lintels, and thresholds.

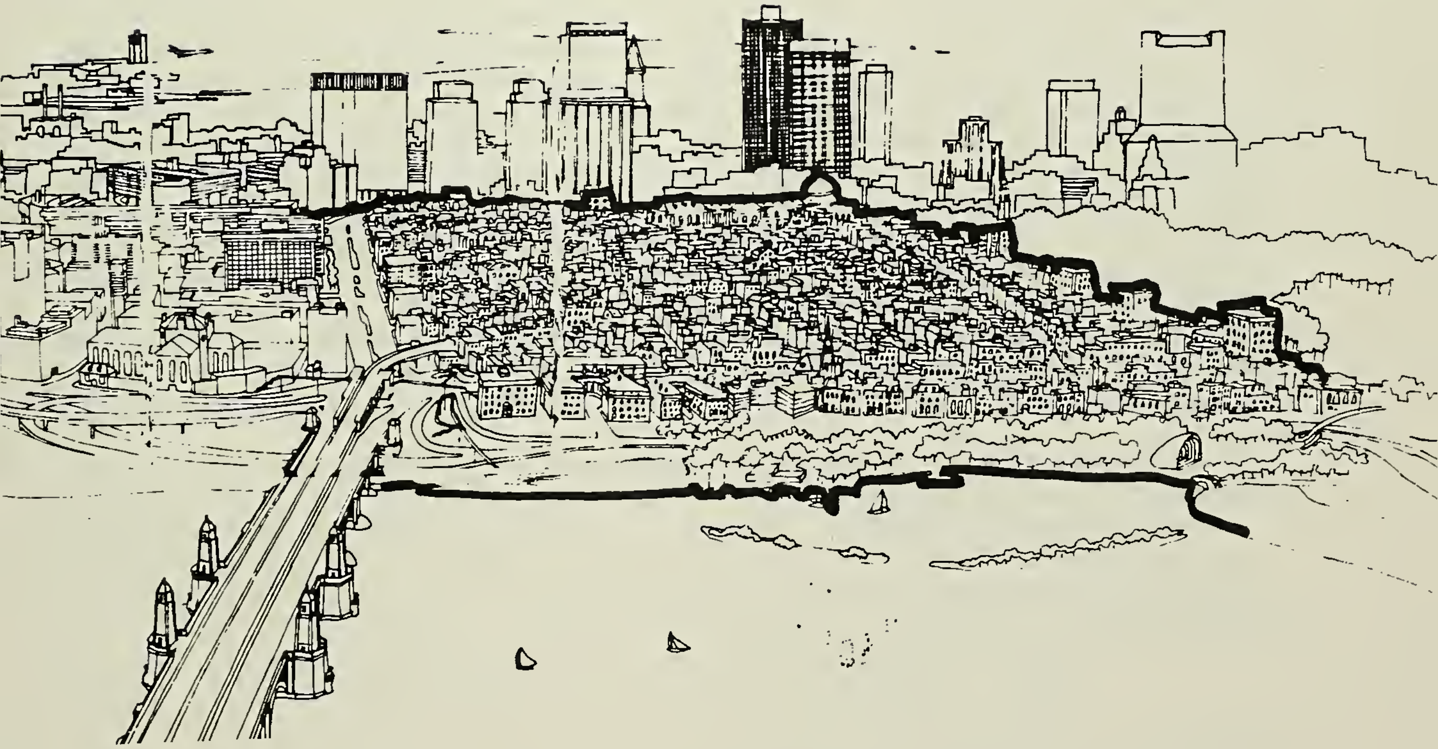
Character: Small, residential lots create the particular historic character, along with the residential street rhythm of recessed arched doorways, bow fronts and red brickwork.

Uses: Primary uses are residential, non-residential uses are not to be located even along West Newton Street.

Streetline: Restorations or exterior renovations must observe the existing street patterns, including built-to line and facade treatment. The existing street and block pattern shall be preserved.

Curbcuts: No new curbcuts are permitted in the residential area.

BEACON HILL



BEACON HILL: HISTORY

Planning for the Beacon Hill area began as early as 1795 when a group of merchants organized as the Mount Vernon Proprietors bought the property of the portrait painter John Singleton Copley as a real estate speculation. This area comprised the territory bounded today by Beacon, Walnut, and Mount Vernon Streets to Louisburg Square then to Pinckney Street, down Pinckney to the water and along the shoreline to Beacon. The greater part of Copley's land was hilly upland pasture and thought not to be particularly valuable until the State House was completed in 1798 by Charles Bulfinch. Copley, however, claimed that the Proprietors knew in advance that the State House would be built nearby and that land values would soar. He further claimed that his agent Samuel Cabot, handling his affairs in America while he was in England, had connived with the speculators to sell the property below its true worth. The sale proved legally binding, however, and the land soon became worth more than Copley would ever make from painting in his lifetime (Adams 1977).

By 1799, the Mount Vernon Proprietors were laying out streets that still exist today. For some streets, they chose the names of patriots, for others trees. They changed the name of Mount Hoardom to Mount Vernon leading the ebullient developer Harrison Gray Otis to remark: "We are taking down Mt. Whoredom. If in the future you visit it with less pleasure you will do so with more profit!" The developers also ambitiously removed the crest of the hill to create landfill for Mill Pond. "Such persons would sell a family grave," an 18th century Bostonian complained when the first shovelfuls were taken from the 150-foot Beacon Hill (Kay 1980). Between 1810 and 1824, the crest of Beacon Hill came down still more, taking with it the grand 60-foot Roman Doric column which Bulfinch had designed as a memorial to the glory days of the revolution (Kay 1980). Before Bulfinch's column, the site held the beacon for which the hill is named. The beacon was a tall mast with a projecting crane on which was suspended an iron frame designed to hold a barrel of tar or other combustibles. Originally erected in 1634, the beacon stood at an altitude of 200 feet from sea level and could be fired to give a signal of approaching danger. In November 1789 the beacon was blow down.

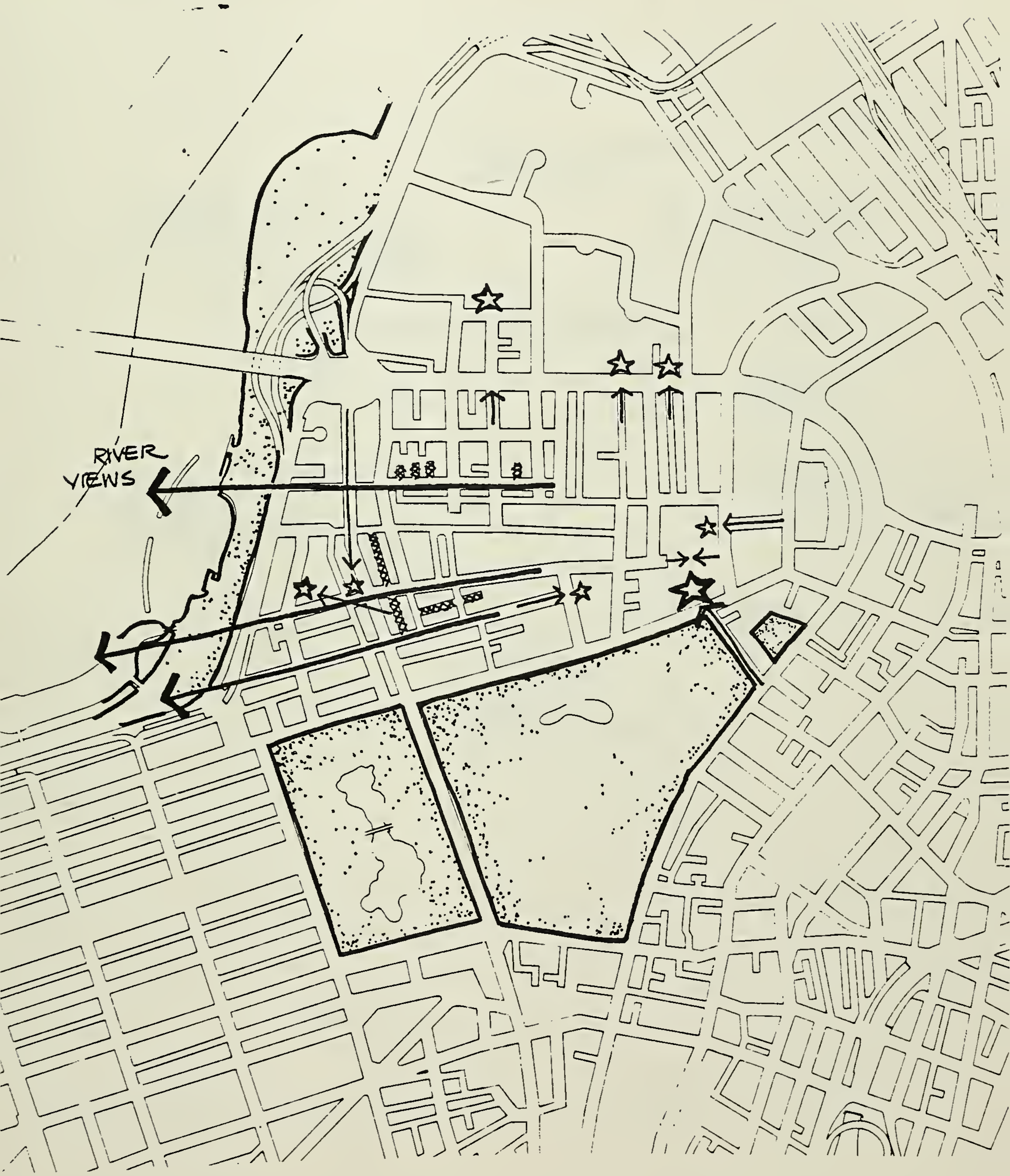
The original conception of the development was much different than the result. Earlier plans suggest that large free-standing mansions with gardens would be built on the land south of Pinckney. Subsequent plans show a reduced version of the original proposal which is more in line with the present layout of Beacon Hill. The basic design form throughout this decade was Federal style, that is, houses with flat fronts, though a few examples of the bow front design remain. Eventually the homes were built with narrower facades and were less generously proportioned (Whitehill, 1968).

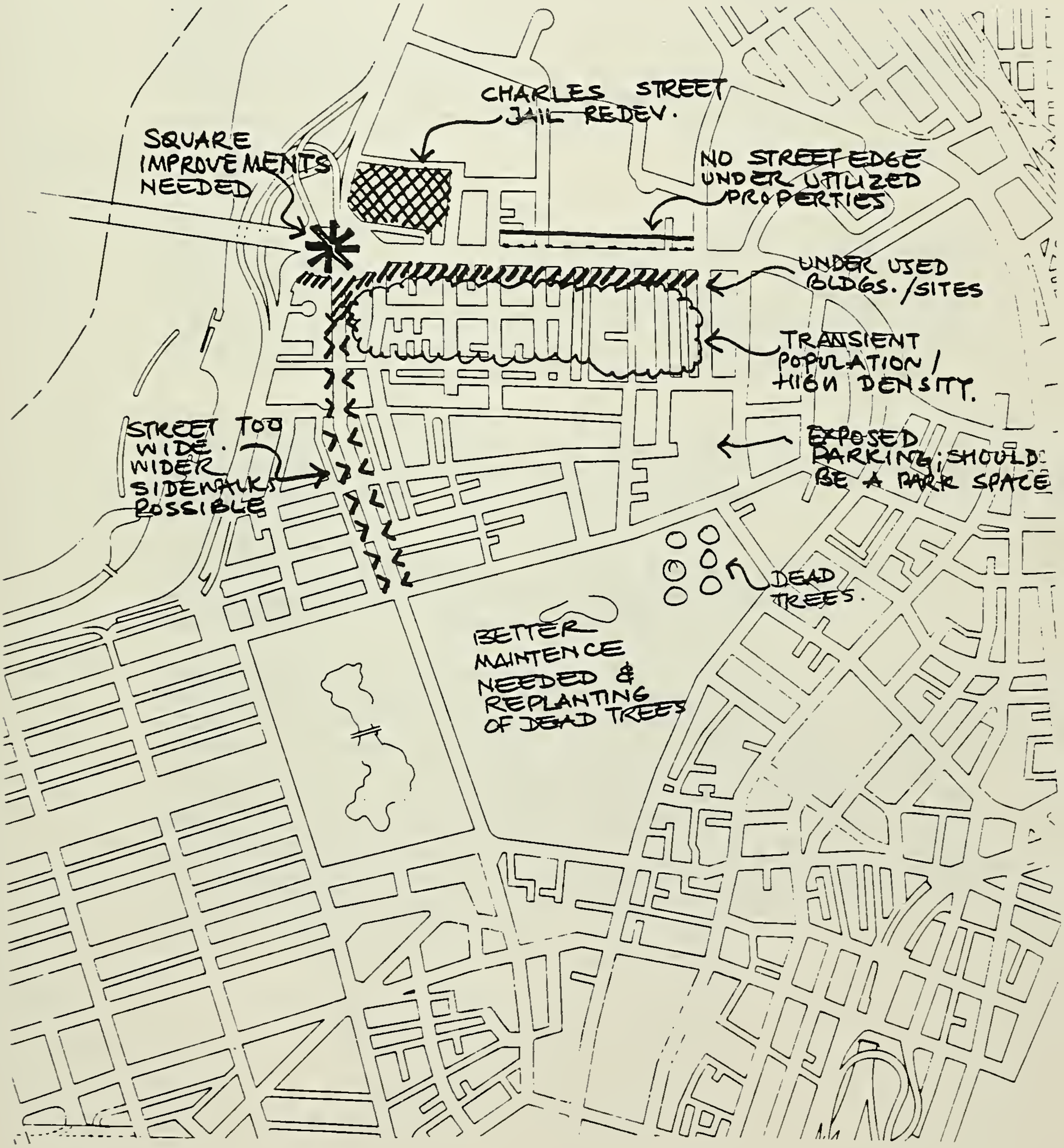
By 1826 a plan was drawn for Louisburg Square and that area was gradually built during the next decade, later providing residences for famous Boston literati like William Dean Howells and Louisa May Alcott. Development on Beacon Hill continued, but financial crises slowed building in the 1840's. By the 1850's, however, development was virtually completed on Beacon Hill, more or less in the style of the preceding decades. After 1850, the area west of Charles Street, known as Flat of the Hill, was also developed. (Beacon Hill Civic Association, 19__)

In 1955, an act by the Massachusetts General Court designated a major portion of the Hill as an historic district. During the past decade, many of Beacon Hill's residential buildings have undergone substantial rehabilitation, often in conjunction with condominium conversion, resulting in a reduction in the number of apartments and rooming houses. Beacon Hill remains one of the city's most desirable neighborhoods with a strong demand for apartments and condominiums and having a high level of rehabilitation activity.

Beacon Hill is primarily a residential district, housing approximately 10,000 people in downtown, but the neighborhood does have two commercial areas as well. Charles Street is the Hill's principal shopping area, but also plays a secondary role as a regional specialty shopping district. After declining in the 1960's, Charles Street has experienced a significant revival during the past five years with new and upgraded stores, restaurants, and services. Facade renovations and improved signage evoke a 19th century Dickensian flavor. Cambridge Street, situated at the northern edge of the historic area, is the Hill's other commercial district and includes the Charles River Park Shopping Plaza. This area is characterized by a mixture of building styles and uses, some vacant and underutilized parcels, and several large and inappropriate signs.

BEACON HILL: SPECIAL FEATURES




CHARLES STREET JAIL REDEV.
SQUARE IMPROVEMENTS NEEDED
NO STREET EDGE UNDER UTILIZED PROPERTIES
UNDER USED BLDGS./SITES
TRANSIENT POPULATION / HIGH DENSITY.
STREET TOO WIDE. WIDER SIDEWALKS POSSIBLE
EXPOSED PARKING; SHOULD BE A PARK SPACE
DEAD TREES.
BETTER MAINTENCE NEEDED & REPLANTING OF DEAD TREES

BEACON HILL

DISTRICT GOALS:

- Preserve and enhance the historic character of the Beacon Hill District.
- Through appropriate infill improve the urban character of Cambridge Street sub-area.
- Enhance the pedestrian and visual connections to the Charles River Esplanade, Boston Common and the Public Garden. Improve maintanance of the open public spaces in the district.

DISTRICT ISSUES

1 Development Pressures
Because of Beacon Hill's unique character and convenient location, certain development projects and activities have not always been compatible with the historic architecture, scale, and residential nature of the district. Pressure exists throughout Beacon Hill for conversion of residential property for non-residential use, such as professional offices and educational and religious institutions.

2 Moderately-Priced Housing
Rehabilitation and conversion of existing residential buildings continues which, in some instances, has resulted in the reduction of moderately-priced apartments and rooming houses.

3 Resident Parking
Also, increased demand for residential parking is not currently being met. Off-street parking is inadequate and limited opportunities exist for new parking facilities.

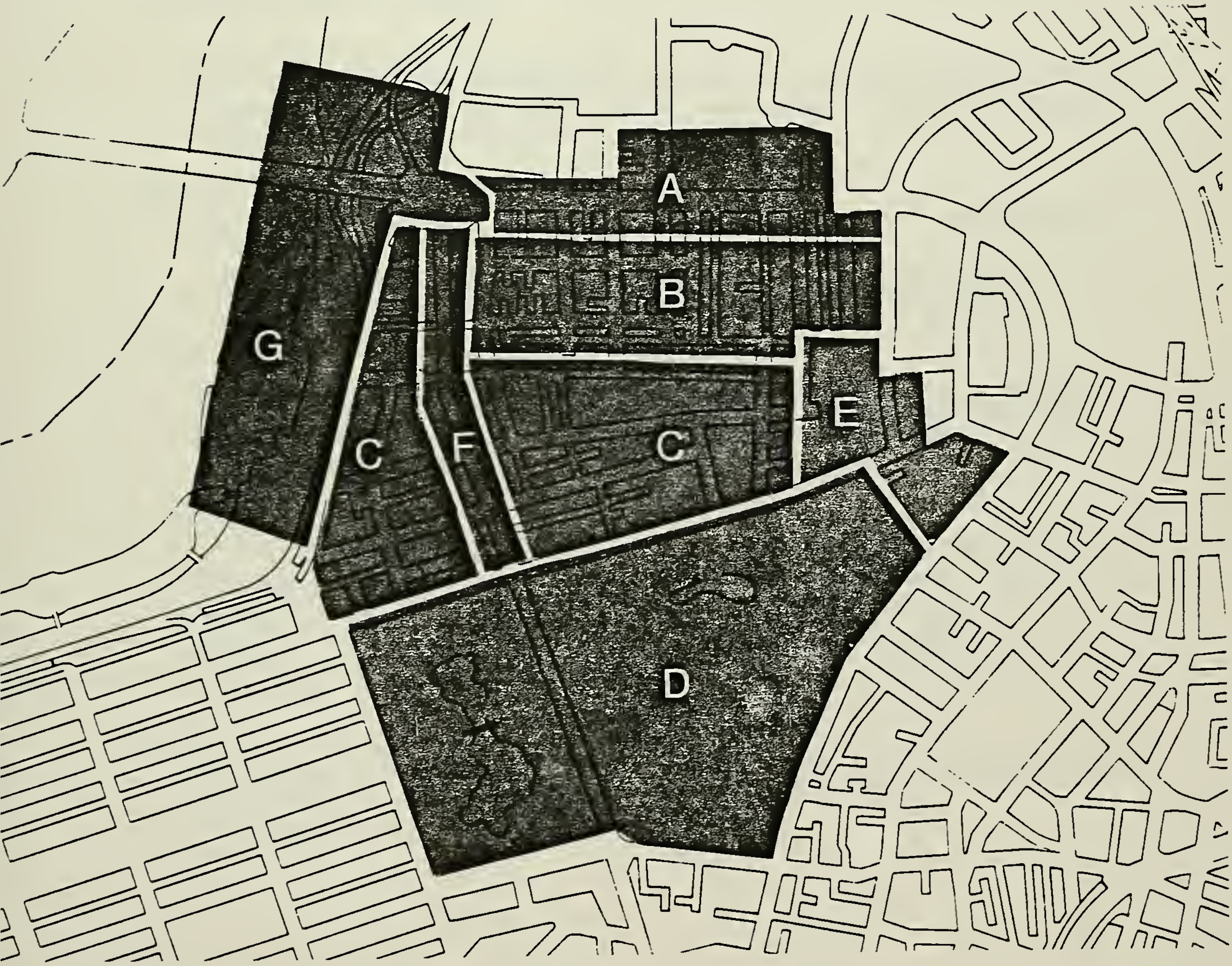
4 Neighborhood and City Needs
Other issues involve the neighborhood's relationship to the city as a whole. For instance, the neighborhood's desire to limit traffic must be balanced against the vehicular transportation needs of the rest of the city. The reversal of the direction of automobile traffic on Charles Street may have reduced traffic in the neighborhood, but created additional traffic in other neighborhoods. Similarly, the use of open space has created some conflict between city-wide needs and neighborhood desires. Use of facilities such as Boston Common for events like the "Concerts on the Common" have had some negative impact on Beacon Hill.

BEACON HILL

SUB-AREAS

The Beacon Hill District is subdivided into seven height and guidelines sub-districts.

A	CAMBRIDGE STREET
B	DOWNSIDE BEACON HILL
C	BEACON HILL RESIDENTIAL AREA
D	BOSTON COMMON/PUBLIC GARDEN
E	CAPITOL HILL
F	CHARLES STREET
G	CHARLES RIVER ESPLANADE



SUMMARY OF SUB-AREA GOALS

A CAMBRIDGE STREET

- o New construction on Cambridge Street be sensitive to the historic residential area on the Hill.
- o Mixed use development, with commercial uses on the ground level and residential and office on the upper floors are encouraged to reinforce existing character and strenghten street activity.
- o Redevelop area to create active Cambridge street frontage and to upgrade the visual quality of the street.
- o Develop area to act as a buffer and transition between the residential Beacon Hill and Institutional West End. Avoid negative impacts on Beacon Hill Historic District.

B DOWNSIDE BEACON HILL

- o The area should be treated as a residential,conservation area.
- o Maintenance of the public area/streets must be improved.
- o Negative impacts from commercial development along Cambridge Street must be avoided.

C BEACON HILL RESIDENTIAL AREA

- o The Beacon Hill residential area should continue to be treated as a conservation area. Existing zoning restrictions (height of 65 feet) should be strictly enforced .

D BOSTON COMMON/PUBLIC GARDEN

- o Planned public improvements and maintenance should continue and be accelerated.
- o Guidelines for activities and facilities on the Common should be developed in conjunction with the Beacon Hill neighborhood.

E CAPITOL HILL

- o Capitol Hill be treated as Conservation area with all new changes limited primarily to facade and signage improvements under the supervision of the Beacon Hill Architectural Commission.
- o Visual dominance of the State House must be maintained.

F CHARLES STREET

- o Charles Street be treated as a conservation area with building changes limited primarily to facade and sign improvement under the supervision of the Beacon Hill Architectural Commission.
- o Existing residential uses on upper floors should be retained.
- o Pedestrian improvements and street landscaping needed to strengthen existing character.

G CHARLES RIVER ESPLANADE

- o Pedestrian and visual connections to the Esplanade from Beacon Hill be improved.
- o Maintenance of the park area be improved.

A CAMBRIDGE STREET: GUIDELINES

Height: Create a layer pattern, stepping back taller buildings away from tbe streetfront. Buildings along a 100 feet deep Cambridge steet frontage must not exceed a 90 feet height limit.

Massing: Building forms and massing should improve visual relationship between north and south sides of Cambridge Street. All buildings along Cambridge must be in line with adjacent structures, and be built up to a streetline (15 feet from the curb).

Building Material: Primary building materials shall be masonary, including brick, marble, limestone and light granite. Dark tinted glazing and bright color cladding materials are to be avoided.
Recessed windows will be required. Strip windows are discouraged, large undifferentiated panes of glass are not appropriate.

Curbcuts: All service, garage and vehicular entries are to be kept off Cambridge Street.

Uses : Preference is given to providing neighborhood retail, public institutions and public open spaces at the ground level. A mix of office and residential may be located on the upper floors.

HISTORIC HUB

HISTORIC HUB

DISTRICT GOAL:
Rebuild and maintain the historic street pattern and preserve the architectural character and pedestrian scale of the area.

DISTRICT ISSUES:

1. Need for Preservation

The growing development pressures from downtown increases the need to focus attention on maintaining the unique historic features of adjacent districts.

a. The Bulfinch Triangle's unique street grid and distinctive block massing could become threatened by inappropriate scale development.

b. The Blackstone Block's network of original 17th Century streets and its diverse architectural spanning 250 years make it on of Boston's most unique historic blocks. Infill within this block must be extremely sensitive to the historic qualities of the block.

c. The Custom House District has a distinctive architectural style and historic district character. New infill development must introduce appropriate forms, scale and massing to enhance the district character.

2. Development Impacts

The design impacts of taller buildings being built around these historic districts must be carefully considered. The close proximity of the financial district and downtown shopping areas have caused increased traffic and parking problems in the area.

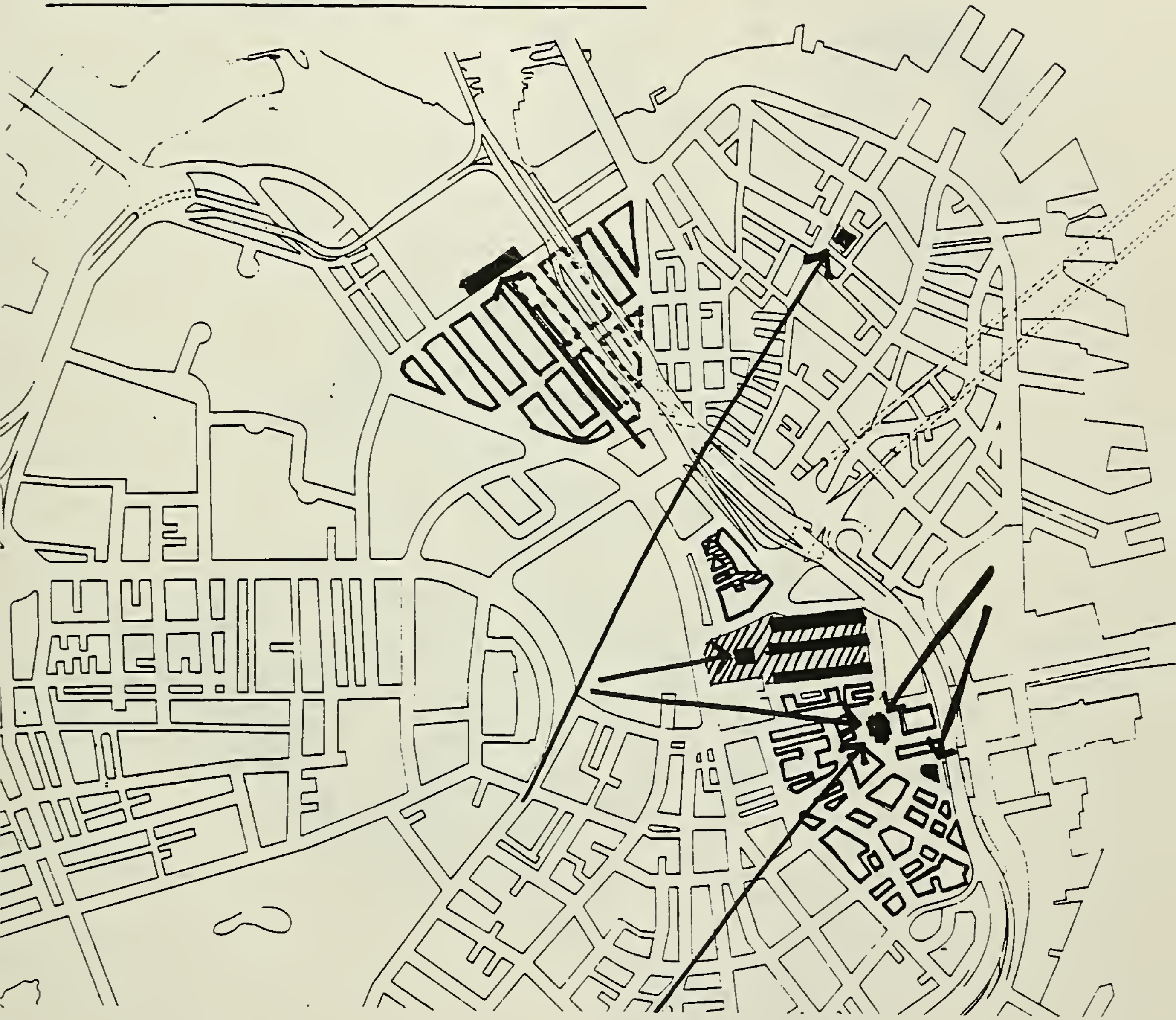
3. Pedestrian Accessibility

Major traffic routes: Congress Street, State Street and exits off the central artery have caused a number of auto pedestrian conflict areas to form around the district which impedes easy flow of pedestrians to and from these areas.

4. Central Artery, Barrier and Potential

The central artery presently acts as a barrier at the edge of the district towards the the in-town Harborpark. The depression of the artery would allow the possibility of rebuilding some of the blocks that formed part of the original district.

HISTORIC HUB: SPECIAL FEATURES/VIEWS



VIEWS OF LANDMARKS →▌

: OLD NORTH CHURCH
: BOSTON GARDEN ARENA
: FANEUIL HALL/QUINCY MKTS.
: CUSTOM HOUSE TOWER
: GRAIN EXCHANGE BLDG.

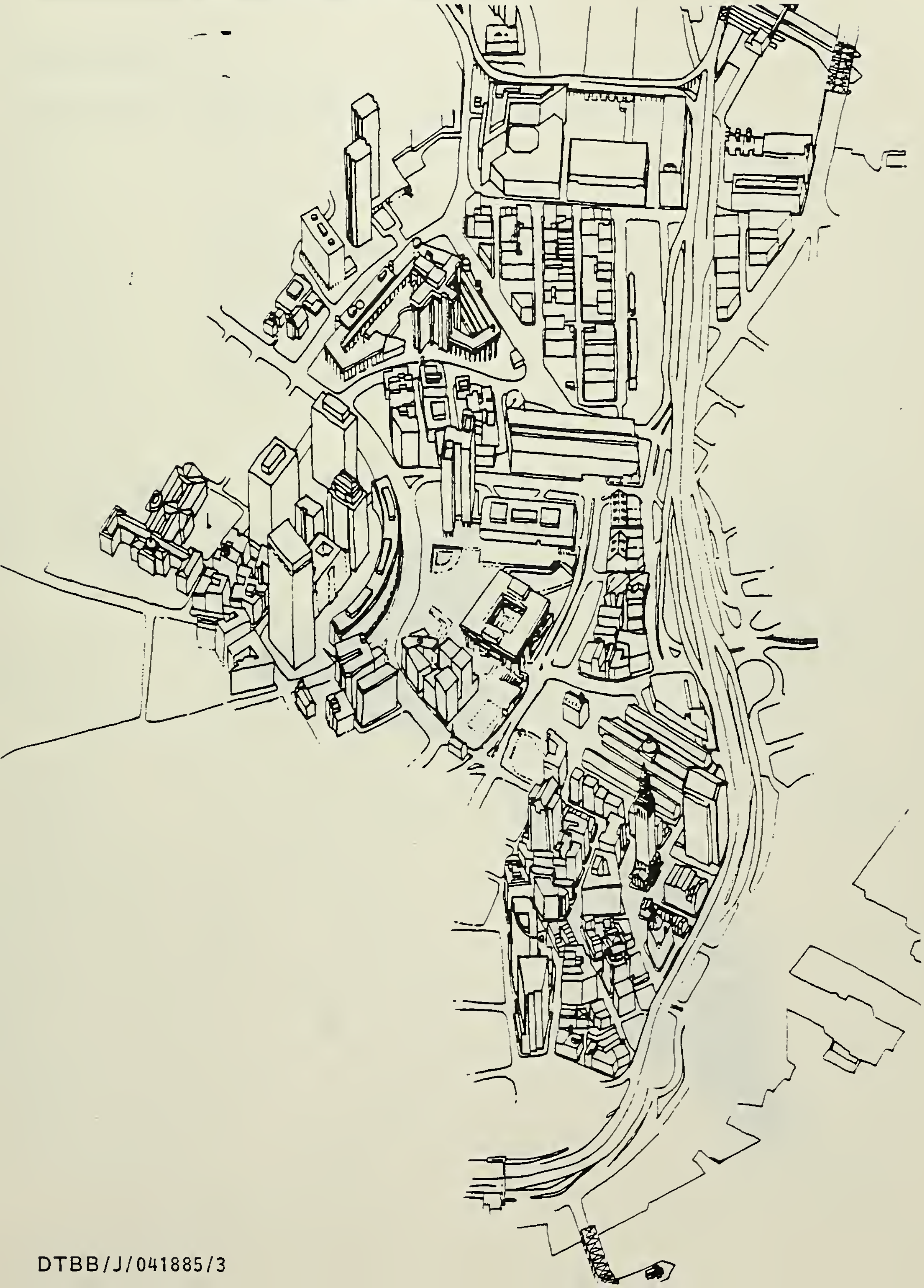
SPECIAL PEDESTRIAN AREAS ▨

: BLACKSTONE BLOCK ALLEYS
: QUINCY MKTS.

BLOCKS/DISTRICTS OF HISTORIC IMPORTANCE ▯

: BULFINCH TRIANGLE
: BLACKSTONE BLOCK
: CUSTOM HOUSE DISTRICT

HISTORIC HUB: CONTEXT

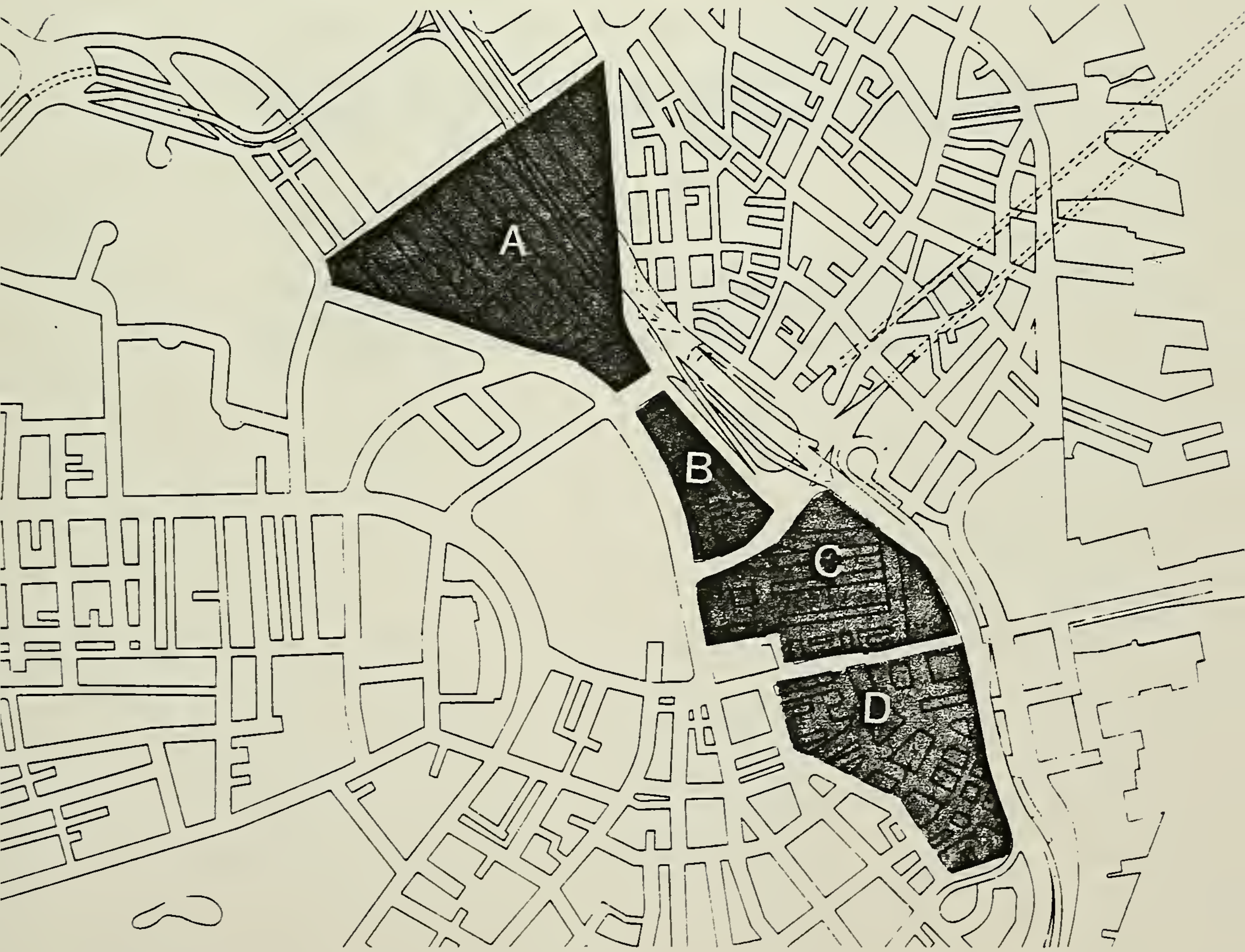


HISTORIC HUB

SUB-AREAS

The Historic HUB is subdivided into four guideline districts:

A	BULFINCH TRIANGLE DISTRICT
B	BLACKSTONE BLOCK DISTRICT
C	FANEUIL HALL / QUINCY MARKET DISTRICT
D	CUSTOM HOUSE DISTRICT



SUMMARY OF SUB-AREA GOALS

A **BULFINCH TRIANGLE DISTRICT**

Protect and reinforce existing scale, street pattern, architectural style, and historic character. Rehabilitation and selective infill are encouraged.

B **BLACKSTONE BLOCK DISTRICT**

Protect and reinforce the existing street pattern, scale and character of buildings. Restoration of existing structures is encouraged. New infill development must be based on the historic character of the area.

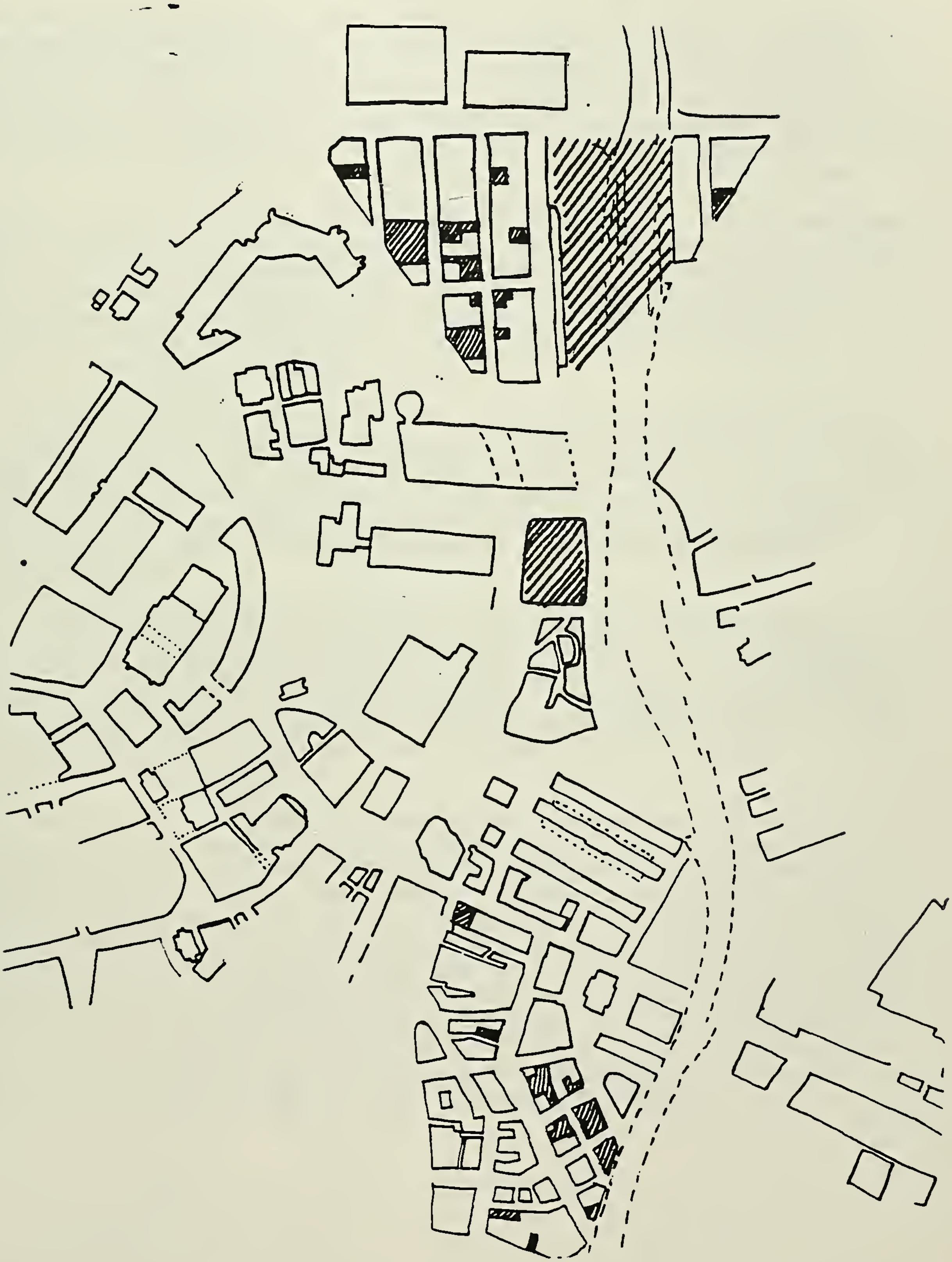
C **FANEUIL HALL / QUINCY MARKET DISTRICT**

Preserve the visual dominance of Faneuil Hall and Quincy Markets. Reinforce existing orientation of buildings and pedestrian routes to the waterfront.

D **CUSTOM HOUSE DISTRICT**

Protect and reinforce existing scale, architectural style and historic district character of the district as a whole. Rehabilitation and selective infill is encouraged.

HISTORIC HUB: DEVELOPMENT SITES



BULFINCH TRIANGLE: HISTORY

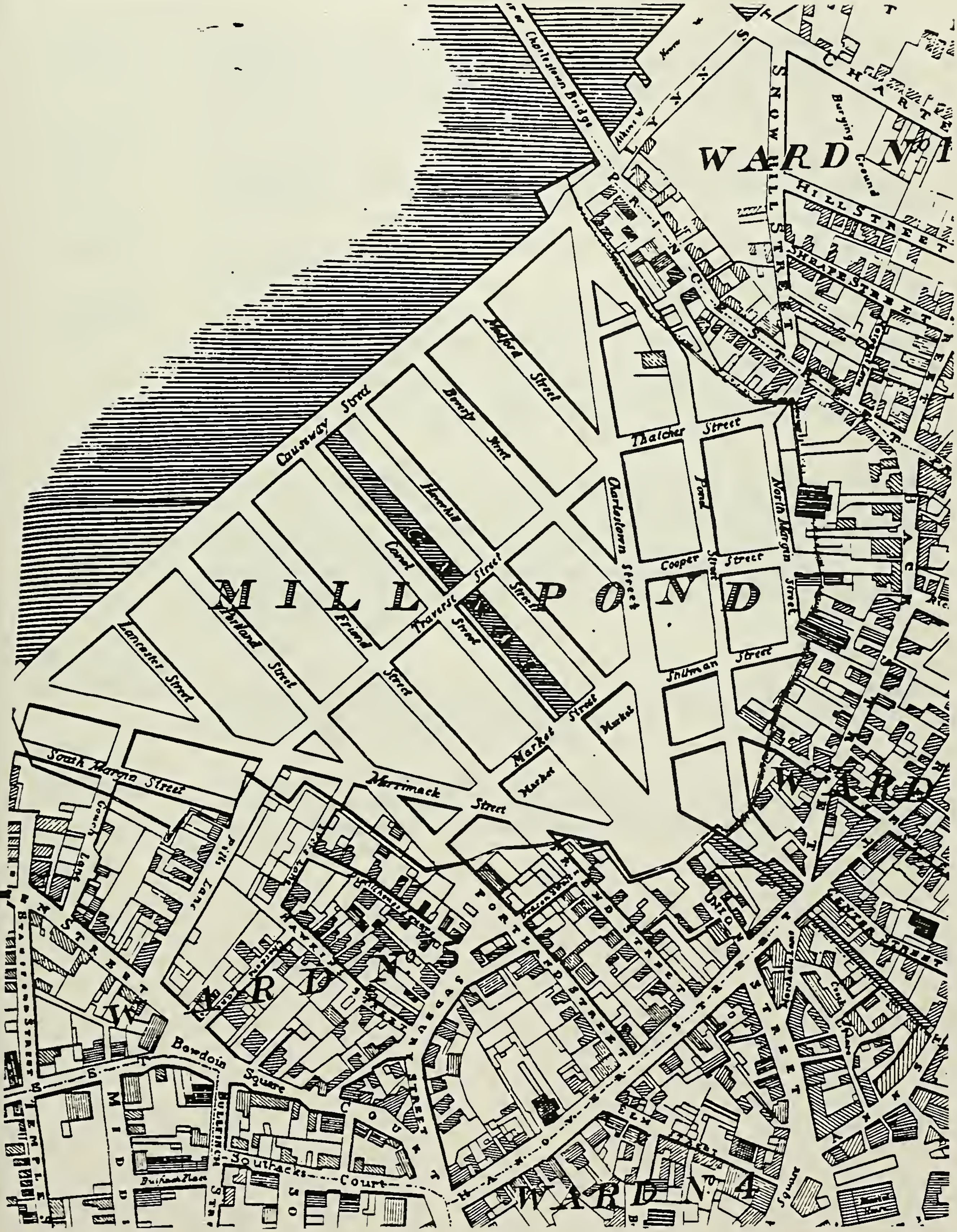
Like many areas of Boston, the Bulfinch Triangle was created by landfill. The area was originally a pond artifically created in the 17th. century by damming the marshy North cove to create a water source for various mills. By the 19th. century, the towns need for additional land outweighed the usefulness of the mills. Mill proprietors formed themselves into the Mill Pond Corporation and conducted a filling operation using Beacon Hill soil. The corporation hired Charles Bulfinch to create a street plan for the area.

Bulfinch designed an equilateral triangle of streets with one edge coincidental with the dam, now called Causeway Street. Bisecting the triangle from the apex was Canal Street alongside the Mill Creek that led to Creek Square at what is now the Blackstone Block. The other two apices led to the bridges to Cambridge and to Charlestown. Bulfinch's plan was as formal and geometric a design as Boston was to experience untill the grid plan for the Black Bay was adopted. (Whitehill 1968)

In the 1830's, the rise of the railroads contributed to the area's development because Causeway Street was selected as a northern terminal. Subsequent landfill well into the 20th century created the land mass that is today North Station and its adjacent parking lots. The eastern portion of the triangle was also used for transportation, most notably the subway tunnel ramps and Central Artery, leaving only a mini-triangle of warehouses along North Washington Street.

The railroads encouraged the triangle's growth as a center for furniture manufacturing and sales during the later 19th century. These businesses had structures on the grid block streets as early as the 1850's. The furniture industry used two types of buildings for their business purposes: those used for furniture manufacture and those used for warehousing. The latter often had wholesale showrooms or retail outlets and tended to concentrate in the western half of the triangle.

Architecturally, the structures located in the present-day triangle are five and six story masonry structures, reflecting the commercial version of the Victorian styles popular from 1870 to 1910. Red brick predominates as material, although yellow brick, granite, and brownstone trim are evident. While buildings vary in size, there is a prevailing sense of large horizontal blocks, linked by mutual cornice, string course, and window bands. The district's distinctive triangular street pattern is reinforced by many similarly massed structures that emphasize corner features, especially along Merrimac Street. Handsome yet utilitarian metal and glass display windows are generously proportioned at the ground and second floors. Considerable clearance has been done especially at the triangle's core, and unfortunately some of its oldest buildings cut down to one or two stories.


MILL POND
WARD No
WARD
WARD No
WARD No 4
Charlestown Bridge
Causeway Street
Medford Street
Beverly Street
Haverhill Street
Canal Street
Friend Street
Portland Street
Lancaster Street
Traverse Street
Charlestown Street
Thatcher Street
Pond Street
North Margin Street
Cooper Street
Stillman Street
Market Street
Market
South Margin Street
Merrimack Street
Coach Lane
Pitts Lane
Hawkins Street
Portland Street
Friend Street
Union Street
Union
Hill Street
Sheafe Street
Snow Hill Street
Burying Ground
Center Street
Bowdoin Square
Bowdoin Street
Court Street
Southacks Court
Temple Street
Middlecot Street
Cambridge Street
Hanover Street
Elm Street
Dock Square
Sudbury Street
Charter Street
Prince Street
Green Street

Height:	Maximum allowable height shall be 70 feet from street lavel. Penthouse additions to existing buildings shall not exceed 2 stories or 70 feet and shall be set back a minimum of 12 feet from the street wall.
Massing:	New development should reflect the area's warehouse character, repeating cornice lines and sill heights of adjacent buildings.
Materials:	Warm red to brown brick with granite sills, lintels, and thresholds.
Streetline:	New structures must observe the existing street pattern. If an infill lot is flanked by buildings that are built to the street right-of-way line, then the infill development must be built on the street right-of-way line. If an infill lot is flanked by buildings with setbacks from the street, then the infill building must be built with an equal setback.
Curbcuts:	Extensive street improvements are proposed for major streets in the area which are Merrimac, Washington, Canal, Portland, and Causeway Streets. New development must be inaccordance with these proposed street improvements. Curbcuts shall be discouraged on these streets, and pedestrian entryways encouraged. Service and vehicular access should be located on minor streets.
Storefronts and Entries:	Proportions should match those of adjacent structures, repeating the use of common features such as ironwork, doorway details, and window proportions.
Rooftops:	All mechanicals and rooftop structures shall be housed and setback from parapets a distance equal to the height of the rooftop structure, materials shall be similar to those of adjacent structures.

BLACKSTONE BLOCK: HISTORY

The Blackstone Block is unique among Boston's historic districts. Its developemnt dates back to Boston's original settelement on the Shawmut Peninsula in 1630, and, unlike neighborhoods like Back Bay, South End, Bay Village or Beacon Hill, its growth has depended on commercial as well as residential activity since its earliest days. Walking through its streets and alleys, one can leave the modern city behind and become immersed in Colonial Boston. Its architecture spans 250 years of Boston history, its streetscape is even older. In fact, the Blackstone Black contains the largest intact network of original, 17th century streets in Boston. Benjamin Franklin passed his childhood nearby, John Hancock owned property here and Louis Phillippe, a future king of France lived here in 1820's. In 1833, Blackstone Street itself was made from the part of Mill Creek that divided the North End from the rest of the city.

The Blackstone Block's most famous building is the Union Oyster House which consists of a pair of brick row houses. It became a dry-goods store in 1742 and a restaurant in 1826. A popular tale is that Daniel Webster regularly patronized its oyster bar. Blackstone Street is also famous for its market day when local vendors bring their pushcarts filled with fruits and vegetables to market. This impromtu markat, itself a centuries-old tradition, provides a source of fresh and affordable food to the community as well as being a colorful and lively addition to the urban streetscape. To immortalize market day, in 1976 the artist Mags Harries created a sculpture which consists of bronze castings of squashed fruit and vegetables, descarded papers, and other paraphenalia embedded in the pavement. It is called asarton which is Greek for unswept floor, and refers to the ancient Roman Mosaic - floor genre depicting the aftermath of banquets (Lyndon 1982).

The physical balance which maintains the unique historic character and appeal of the Blackstone Block is very delicate. Real estate speculation and development pressure will undoubtedly generate demands for larger parcels developed more densely than has been traditional in this area to date. Contemporary architectural design, (even when it attempts to respond to historic context) can be monumental or monolithic enough to eclipse the intimate scale and detailed designs of old buildings in the Blackstone Block.

Concept and Plan

General criteria by which design proposals for the Blackstone Block will be judged pertaining to the way the proposals:

- Preserve individually significant historic resources, such as the street layout and exceptional examples of Boston buildings;
- Strengthen the physical characteristics of the streetscapes and architecture to enhance the area as a whole when viewed from both inside and outside of its boundaries;
- Recognize the demands of real estate and economic factors that have shaped the area in the past and will continue to influence it in the future. Large parcel developments must retain the smaller scale of design in keeping with the historic design rhythms of the block.
- Encourage the re-introduction of pedestrian and commercial activity to the historic interior streets and alleys of the block, by opening or reopening of storefronts, windows and entrances on the side and rear facades of buildings.

The Blackstone Block Street Network (including streets, sidewalks, and public alleys) has been designated a Boston Landmark is subject to the review procedures and standards and criteria included in the and 1983 "Blackstone Block Street Network Study Report. Renovations, additions, and new construction are subject to Landmarks guidelines for the area; some of the most significant ones are summarized below:

Height:	The height of new construction and additions shall in general be limited to that of the largest building (close to 68 feet) which ever occupied the site. In certain circumstances, as outlined by the Landmarks Commission, height may be further limited.
Massing:	New construction shall evoke the shape and profile of its predecessor on that new construction at the ground floor should generally extend to current property lines, except where historic documentation sets other precedents. Setbacks at higher stories shall respond to historic precedents.
Materials:	Materials shall be consistent with those used historically in the block. Brick of appropriate color and size shall be the norm. Other materials, such as wood, stone, or metal, may be considered, particularly when there is historic precedent.
Fenestration:	Windows and entries shall be consistent with or evocative of historic design in the block. Consistency will be in terms of scale, orientation, proportion and rhythm. Windows shall evoke the recessed windows within a bearing wall typical of the block.
Roofs:	Historic roof shapes shall be retained and restored. Roofing materials shall duplicate appropriate historic textures and colors. New elements such as skylights, penthouses, decks, and oversized dormers should be avoided. The only new structures above present roofs to be permitted will be housings for mechanical equipment, and those must be of a design, detail, size, and material harmonious with the block.
Use:	Preference is given to the use of basement and ground floors for market space compatible with the existing pushcarts.

In 1742, Boston's great benefactor Peter Faneuil gave to the town a building designed to be used as both a marketplace and meeting hall. Peter Faneuil, like most other Boston householders, was constantly pestered by door-to-door produce sellers or inconvenienced when his servants had to be sent scurrying about town to find different foodstuffs because of the city's lack of a central market. Country people, fearing that prices would be driven down by locating all the merchants in one place had successfully blocked the establishment of a common marketplace. In fact, when such a market had been built in 1737, its opponents disguised as clergymen tore it down one night (Adams 1977). After many meetings and much controversy, a petition favoring the plan was signed 314 Bostonians and Peter Faneuil started his project near the town dock. Originally a two-story buiding, Faneuil Hall was designed by a painter, John Smibert in the English country style with an open ground floor arcade for merchants and a sizable hall for town meetings above. In 1761, a fire destroyed the interior and it was rebuilt. In 1805, recognizing the needs of a growing and prosperous Boston, Charles Bulfinch added a third story to Faneuil Hall, doubled its width and enclosed the open arcade. In 1958, the Boston Globe published a poem written by Francis W. Hatch which extrolled the virtues of the Hall's civic and mercantile character:

> Here orators
> In ages past
> Have mounted their attack
> Undaunted by proximity
> of sausages on the rack
> (Whitehill 1968)

Faneuil Hall figured prominantly in Boston history, particularly in the hatching of the revolution. It was here that Boston merchants met on August 1, 1768 to retaliate against the burdensome customs duties imposed on their goods by the British. All but sixteen of the town's merchants voted that for a full year after January 1, 1769 they would import nothing from Great Britain except essentials like coal, wood, duck, shot, and fishing equipment. In a subsiquent Faneuil Hall meeting, the town's merchants voted that those who defied the import ban "must be considered as Enemies to the Constitution of the Country." (Adams 1977)

Faneuil Hall orators also helped to fan the flames of the abolitionist movement. In 1851, one of the many meetings held in Faneuil Hall over the slavery issue spilled out into the streets and to the Court House where an escape slave was being held for return to his owner. The crowd battered down the Court House door and during the confusion that followed, a deputy marshal was shot dead. While the slave was eventually sent back to his Virginia owner, the incident marked the first time that blood had beeen shed in the effort to free a fugitive slave. (Adams 1977)

Behind Faneuil Hall is Quincy Market, named for Major Josiah Quincy who conceived the bold and far-sighted plan which gave order and clarity to the waterfront. It involved city planning on a grand scale. The Town Dock was filled in and the warehouses between Faneuil Hall and Long Wharf covered over. Three buildings, Quincy Market, North and South Markets covered seven acres, extended from Faneuil Hall to the waterfront. Quincy Market's halls were designed to house the meat and produce stalls of merchants.

Built in the Greek revival Style by architect Alexander Parris in 1825, Quincy Market was the first large scale use of granite and glass in the manner of post and beam construction. Parris, Bulfinch's heir, had earlier adopted the architecture of classical Greece for Boston's Colonial and Federal landscape in his St.Paul's Church on Tramont Street. The Greek Revival Style, Edward Everett said, stemmed from a region not unlike New England's--"iron bound sterile and free." Parris and other designers like Ammi Young who did the Custom house likedf the stately crown of the Greek Revival pediment, the grace of its colonnade and the symmetry behind the noble portico (Kay 1980).

Quincy Market contained many innovations in building design such as cast iron colomns, iron tension rods, and laminated wood ribs for the copper covered dome. The North and South Market rows, also designed by Parris, were built in segments by independent owners (Lyndon 1982).

The now famous restoration of the markets was the brainchild of designer Ben Thompson who was able to persuade the James Rouse Company to develop the site. Much of its charm flows from the creative interplay between its beautiful historic elements and its colorful modern uses. While the type of commerce conducted there has changed from the practical meat and produce variety to the chic trinkets, clothing, and food outlets, the markets retain their historic style of individual stalls of vendors.

Height:	Not to exceed the cornice height of existing landmarks, Faneuil Hall and dome of Quincy Market(112 feet). New development should be subordinate to the landmarks and significantly lower in height.
Massing:	The market buildings are oriented perpendicular to the waterfront, and new buildings should be oriented similarly. Massing should not obstruct water views and vistas. New infill development and penthouse additions between Chatham and State Streets shall be massed to minimize visibility from the Quincy Market and Haneuil Hall plaza areas.
Materials:	Warm red to brown brick with granite sills, lintels, and thresholds.
Streetline:	Historic alleyways and street/ block layout are to be reatined. New structures must observe these urban patterns. If an infill lot is flanked by buildings that are built to the street right-of-way line, then the infill development must be built on the street right-of-way line. If an infill is flanked by buildings with setbacks from the street, then the infill building must be built with an equal setback.

CUSTOM HOUSE DISTRICT: HISTORY

The Custom House district is a microcosm of Boston's mercantile history and the place where Boston's granite style blossomed most beautifully. In the early 19th century, the expanding maritime and mercantile needs of the city led Uriah Cotting, Boston's imaginative early developer, to organize the first major plan for alteration of the waterfront in the 19th century. In 1805, his syndication, the Broad Street Associates, implemented the plan envisioned by Cotting and the designer, Charles Bulfinch. This plan transfored an area of small, dilapidated buildings and whaves into broad streets and sturdy brick warehouses. The completion of the India and Central wharves prompted the senior warden of Christ Church to remark that "this undertaking, unparrelled in commercial history, is a proof of the enterprise, the wealth, and preserving industry of Bostonians." (Whitehill 1968) Thus, an important harbor and warehousing district was created. In the early to mid-19th century, waterfront development intensified, the district grew in size and Boston's granite age commenced. In 1833, Isaiah Rogers, one of Boston's early and inventive purveyors of granite faced buildings built Commercial Wharf with Quency granite on its south side and Charlestown brick on its north side. Four years later in 1837, Ammi B. Young designed his monumental, granite-domed Custom House which sat in splendor at the 19th century water's edge on Boston's most important thoroughfare. State Street .

Including State Street, The primary route from the wharves to the State House, Banks, and the commercioal life of the city, was a prime spot on which to intercept goods and impose the customs duties. Built in the Greek Revival style, this solid Doric ordered building, has fluted colomns each weighing 42 tons and projecting pedements front and back. Such monumental scale would be adopted later in six to eight-story warehouses built in great granite blocks. The same year in fact saw the completion of the Custom House Block on Long Wharf at the end of State Street by Isaiah Rogers.

Including the granite warehouses that rose in the Custom House District seemed to fulfill the prophesy of the financier Thomas Handasyd Perkins that "Boston would be changed from brick to stone as it was from wood to brick." Solomon Willard experimented in Quincy with new machinery, devised a way to increase the size of granite block. In so doing he made monolithic blocks of granite the standard for public buildings in Boston (Kay 1980). The warehouse scale and robust ornament are fine examples of Boston's indigenous granite style. With the exception of the Custom House, clearly designed as a civic monument, the brick and granite warehouses, are expressions of Boston's mercantile preferences of the day -- relatively undifferentiated, sturdy, efficient and enduring places of business.

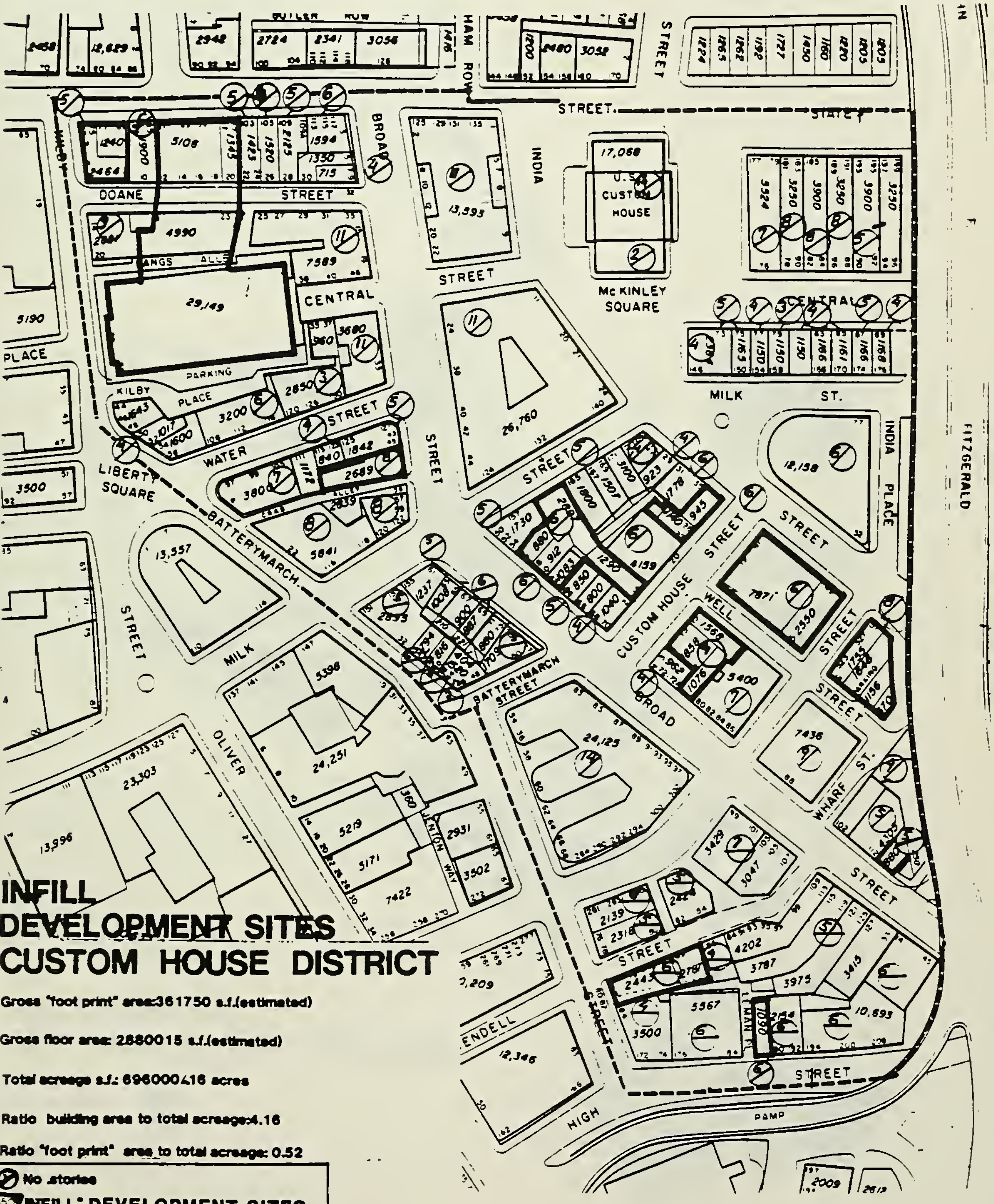
A new dimension to the district's character was added in the late 19th. century. These are architecturally differentiated buildings, clearly designed by architects to show a business concern's, importance, power, or function. A prime example is the Flour and Grain Exchange, an imaginative and imposing castle constructed for the Chamber of Commerce in 1889. These district structures shifted the character away from the rows of anonymous buildings to ones that were varied in height, massing and ornament. The central focus of the district is the Custom House Tower addition, added by the firm of Peabody and Stearns in 1913. Boston's first skyscraper (and its

only one for half a century) it shocked the city when it was built. (Lyndon 1982; Southworth 1984)

Additional 20th century aspects, such as surface parking lots, small garages inappropriate storefront alterations are undesirable accretions of time. Fortunately, these trends are now being reversed with sensitive remodelling or restorations, creation of landscaped areas in the open spaces, and small scale infill developement. The Custom House District remains as a district, but fragile, containing a collage of Boston's most significant commercial architecture and network of streets spanning over 180 years.

D. CUSTOM HOUSE DISTRICT: GUIDELINES

Height:	125 feet maximum height
Massing:	Infill projects should reflect the scale of adjacent Colonial buildings. Projects within 50 feet of a landmark building should not exceed the cornice line of the landmark. The design of new buildings should adhere to the spacing of windows and sill heights of adjacent structures and also emphasize the variations in building heights.
Materials:	Warm red to brown brick with granite sills, lintels, and thresholds.
Streetline:	New structures must observe the existing street pattern. If an infill lot is flanked by buildings that are built to the street right-of-way line, then the infill development must be built on the street right-of-way line. If an infill lot is flanked by buildings with setbacks from the street, then the infill building must be built with an equal setback.
Curbcuts:	Service garage and vehicular entries should be carefully concealed from public ways.
Storefronts and Entries:	Proportions should match those of adjacent structures, repeating the use of common features such as ironwork, doorway details, and window proportions.
Rooftops:	All mechanicals and rooftop structures shall be housed and setback from parapets of distance equal to the height of the rooftop structure. Materials shall be similar to those of adjacent structures.



INFILL DEVELOPMENT SITES CUSTOM HOUSE DISTRICT

Gross "foot print" area:361750 s.f.(estimated)

Gross floor area: 2880015 s.f.(estimated)

Total acreage s.f.: 696000/16 acres

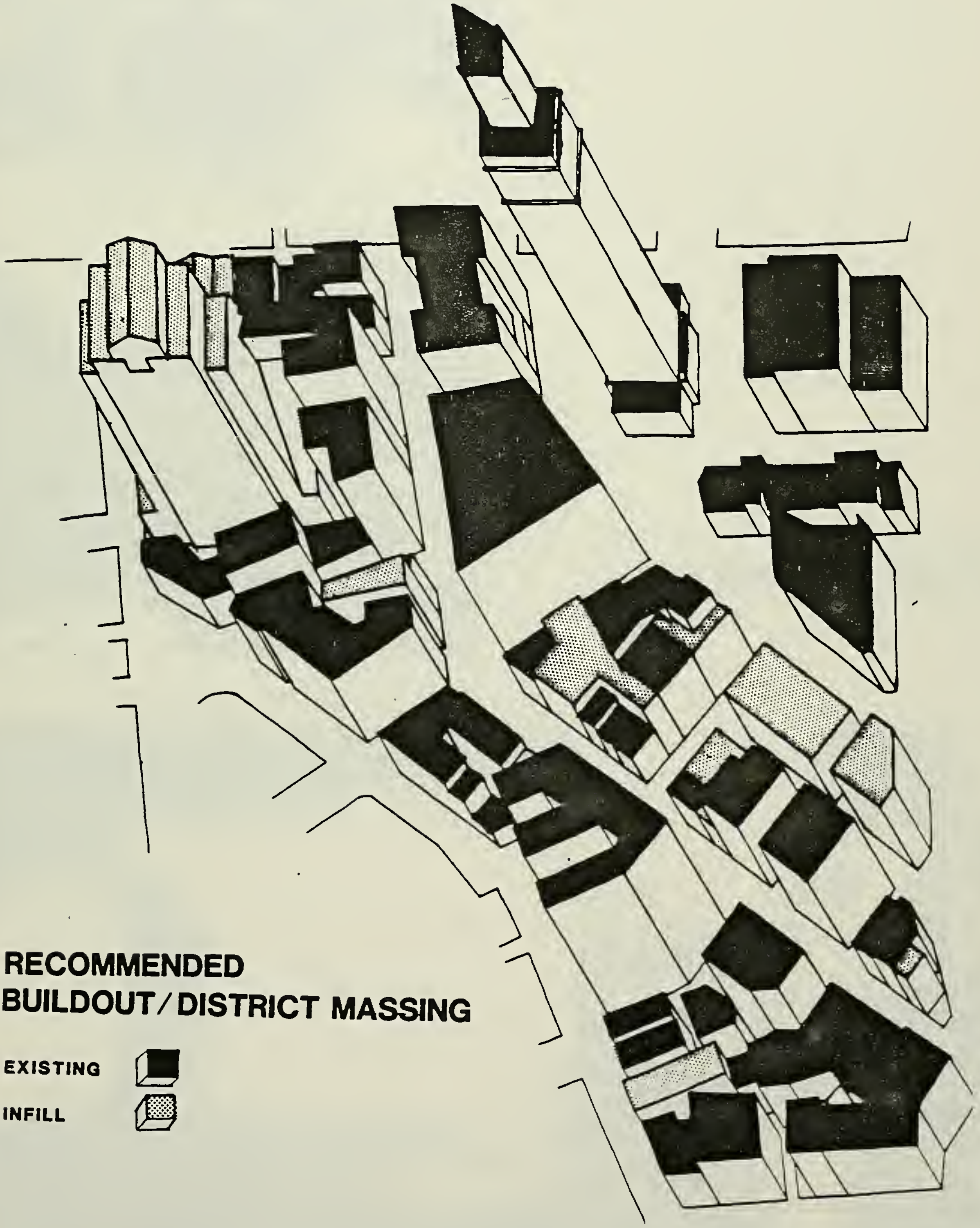
Ratio building area to total acreage:4.16

Ratio "foot print" area to total acreage: 0.52

- ⊘ No stories
- ▱ "INFILL" DEVELOPMENT SITES

CUSTOM HOUSE DISTRICT:

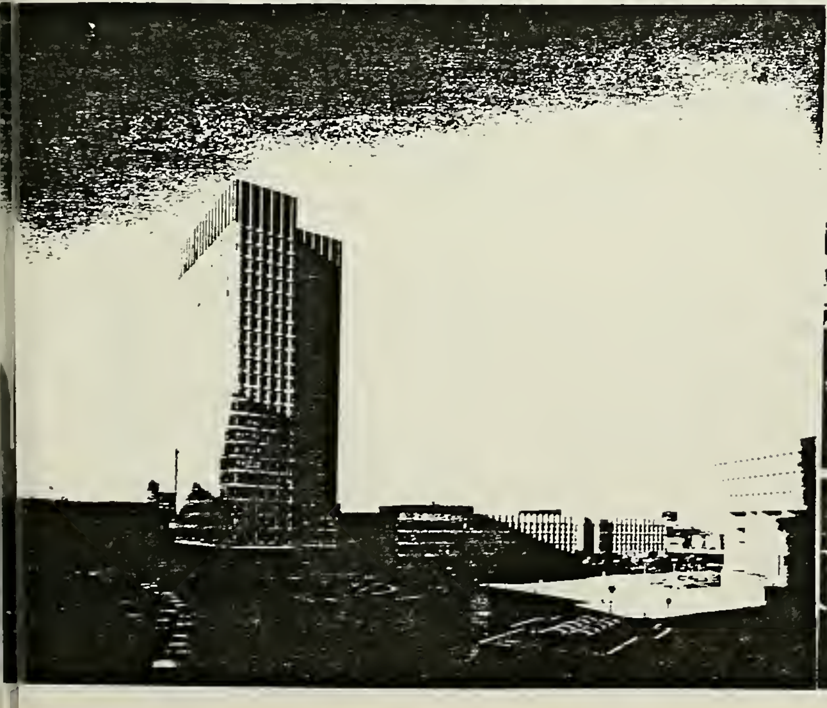
RECOMMENDED DISTRICT BUILDOUT/MASSING



Northeast from Scollay Square toward Quincy Market and the Waterfront, ca. 1920

North at Scollay Square from the Corner of Court and Tremont Streets, ca. 1884

GOVERNMENT CENTER



Northeast from Scollay Square toward

GOVERNMENT CENTER: HISTORY

In the 18th. and 19th. centuries, this district was known for its intersections - Scollay Square, Bowdoin Square, Adam Square, Brattle Square, Haymarket Square and Pemberton Square. Most of these were ovals, or irregularly shaped crossings. Hanover street, connected to current Cambridge Street, and Union Street to Washington, formed a link from North End to the Neck. This district was originally filled with the elegant mansions and landscaped gardens of the colonists.

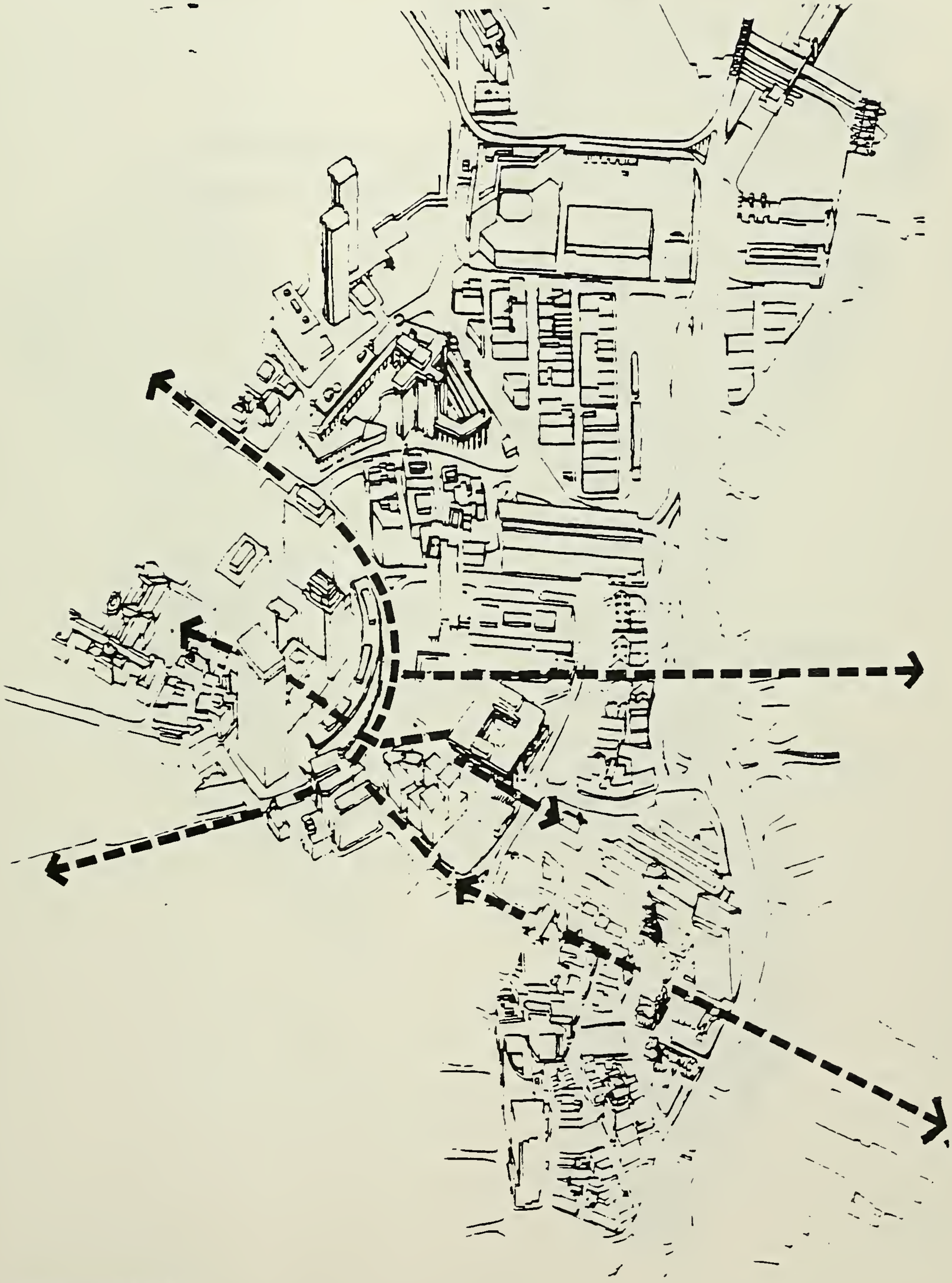
Elegant Pemberton Square, a fashionable descendant of the Tontine Crescent, was designed for developer Patrick Tracy Jackson, with one side straight and the other bent in a crescent around a fenced green. Pemberton Square was a tranquil oasis of city park and bowfront row houses. It later became the site of the Boston Society of Architects first home (Kay 1980). In the 1880's, the Suffolk County Courthouse took a good portion of Pemberton's row houses. The shape of Pemberton Square is retained even today --- the straight edge is the site of the courthouse, the crescent side of the Center Plaza. The Courthouse, although effectively hidden from view, is a spectacular and vigorous work of architecture. Its face is adorned with an array of rhetorical devices such as pilasters, colonnades, dormers, mansards, pediments and a clock. Each end boasts a balcony that scoops out over the huge projecting bracket (Lyndon 1982).

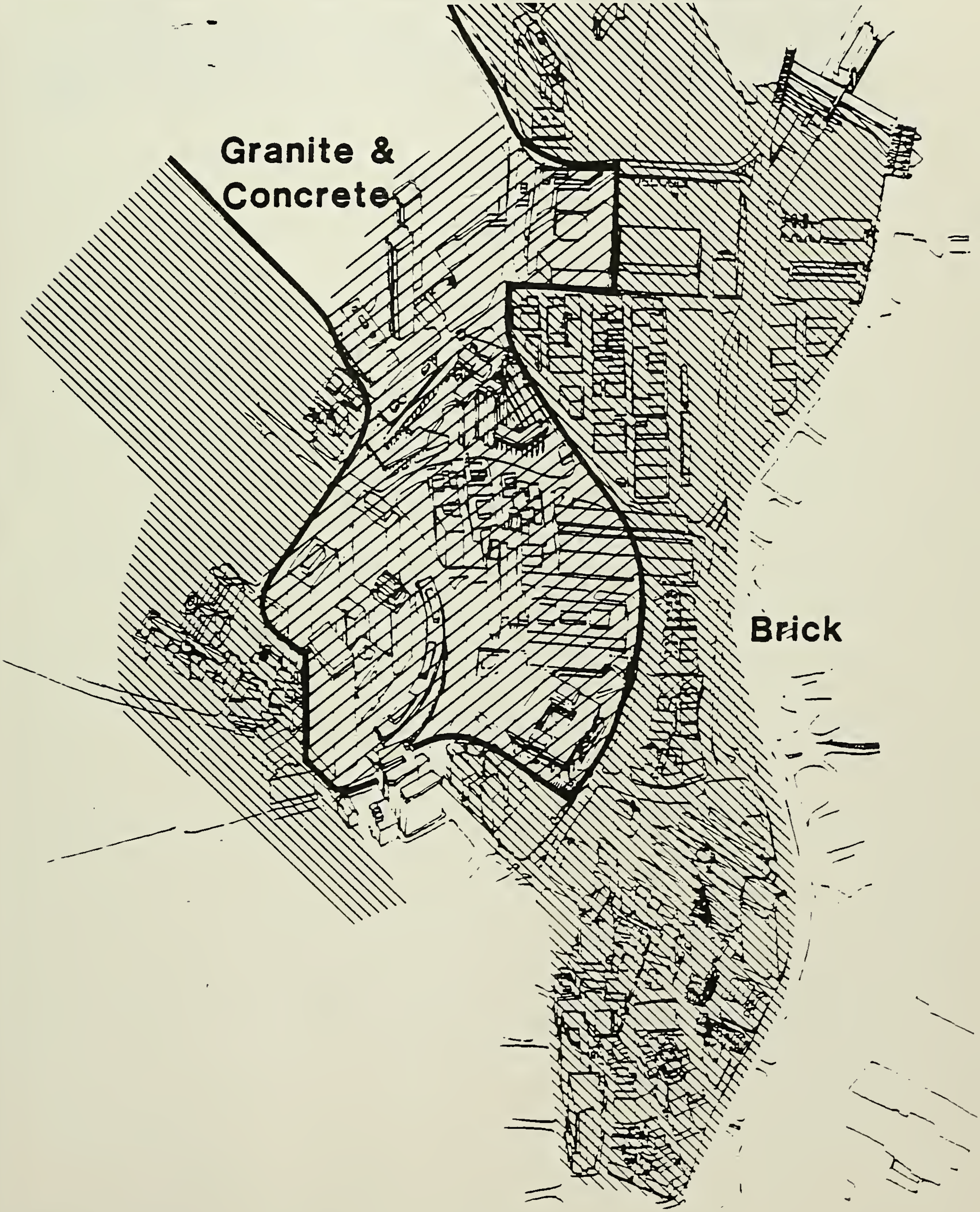
The fashionable Scollay Sqaure suffered a different fate. It evolved into a district of sleazy bars, burlesque houses, shooting gallaries and tatoo parlors. Its proximity to the waterfront lured dockhands and seafarers to see "Tillie the Tassle Tosser" and Ann Corio. The Howard Arthenaeum built by architect Isaich Rogers in 1846 for serious theater would later become the tawdry and infamous "old Howard." The first Italian Opera in America was performed there and later actor Fred Allen would remark that "Howard Street was the small-time actor's Broadway." (Kay 1980)

In both Scollay and Adams Square, fanciful subway entrances lent a carnival atmosphere to the area. Adams Square under the watchful eye of Samuel Adam's statue was larger and more expansive than Scollay, while Scollay's crowded and intimate streets formed a focus for city life. (Kay 1980) At Bowdoin Square, one of Boston's Art Deco Buildings remains. The New England Telephone Company Building, with its vertical piers and windows set between its ribs, offers a graceful and restrained presence. On this site, Boston's prominant designer Charles Bulfinch was born.

Today, Government Center is a complex of buildings, plazas, and walkways that represent the physical and symbolic renaissance of modern Boston. It was conceived in 1954 and carried out it 1961 under a master plan given final form by I.M.Pei and Partners. As an urban renewal development, Government Center required the clearance of approximately 60 acres; the alimination, realignment, or widening of streets; and the replacement of the lively entertainment and marginal commercial areas of Scollay and Brattle Squares with more sedate 9 to 5 office activities. Under the plan, the new state and federal office buildings were disperced around the nine acre City Hall Plaza with its centerpiece, Boston City Hall. Private office blocks and towers were sited at the edges to encourage private investments.

GOVERNMENT CENTER: HISTORIC PATHS




Granite & Concrete
Brick

The Government Center plan was careful to incorporate significant views and vistas such as of the Custom House tower and the lovely steeple of the Old North Church. Now a decade after completion, the district has a distinct character that represents city planning ideals of the time: redevelopment through major clearance to achieve a center with outstanding structures of modern architectural design and the renovation of pivotal historic monuments within the whole.

GOVERNMENT CENTER: SPECIAL FEATURES

Boston City Hall - Designed to symbolically express the organization of city government, the City Hall's exterior physically dramatizes the concrete forms of the Mayor's Office, Council Chambers, and the offices of the executive agencies. In and around City Hall space exists for public gatherings, exhibitions, political rallies, and celebrations.

The Plaza - The Plaza marks an abrupt change in the scale and character of the historic city center and marks a clearly defined space for twentieth-century functions of government. The Plaza is by far the most expansive public space in the City.

James Michael Curley Park - This small, informal park contains the bronze figure of former Mayor James Michael Curley, done in 1980 by the Sculptor Lloyd Lillie.

Historic Views of the Custom House Tower, Old North Church, and Park Street Church - The Custom House tower, built over the original rotunda of the Custom House in 1913, made the Custom House at 16 stories, Boston's first skyscraper. Old North Church, originally known as Christ Church, built in 1723, now the oldest serving church in Boston. Park Street Church, built in 1809 from designs by an English architect Peter Banner. Its graceful steeple still remains one of the greatest visual delights of Boston.

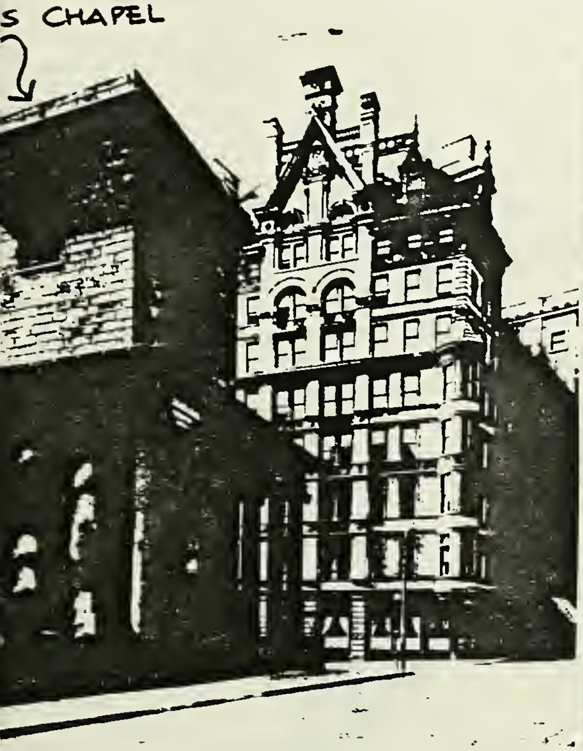
Old Granary Burial Ground - An Egyptian-style granite gateway designed by Solomon Willard, marks the entrance to this famous cemetery where Boston notables such as Paul Revere, John Hancock, and Peter Faneuil, are buried.

King's Chapel - Founded in 1688 for British officers, King's Chapel was the site of the first Anglican church in Puritan Boston. The present structure, designed in 1749 by Peter Harrison, a Rhode Island architect and loyalist, is a fine example of American Georgian architecture. After the evacuation of the British, King's Chapel became America's First Unitarian Church. The cemetery next to the Chapel is the city's oldest dating from 1631.

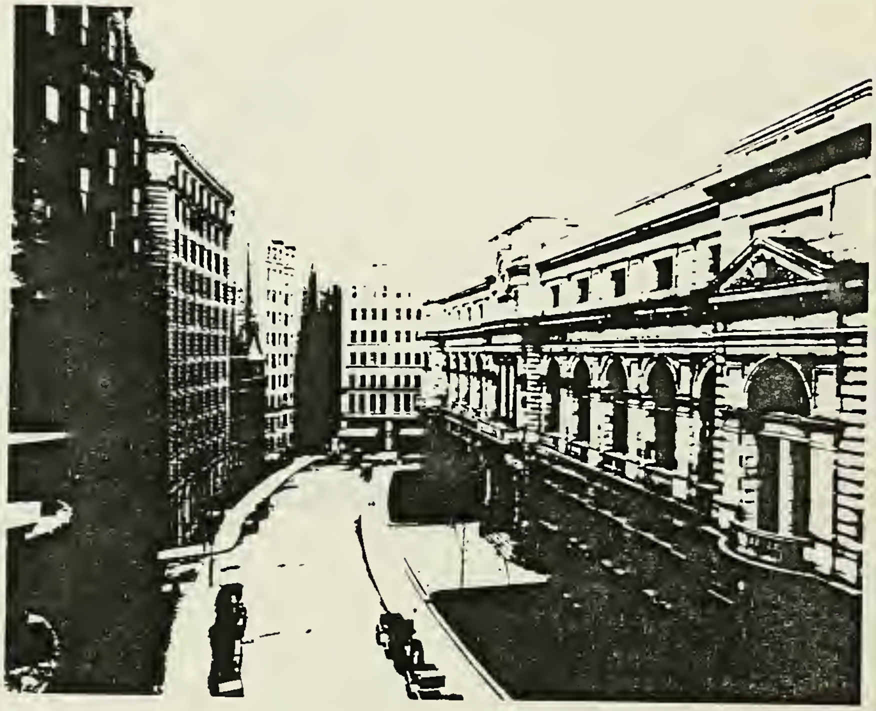
Old West Church - In 1806, Asher Benjamin built this red-brick Federal-style church to replace the wood-frame church destroyed by the British in 1775. The third level of the Tower is ornamented with Paris of Doric pilasters which support a triglyph frieze, above which, is a swag-ornamented clock.

State House - Designed by Charles Bulfinch, and built between 1795-1797, the State House was the most outstanding public building in America for decades after is construction. The front or south facade features a portico with a colonnade of Corinthian columns supported by an arcade of brick arches. The dome, originally white-washed wood shingles, was later replaced with copper painted grey, and finally gilded in 1861.

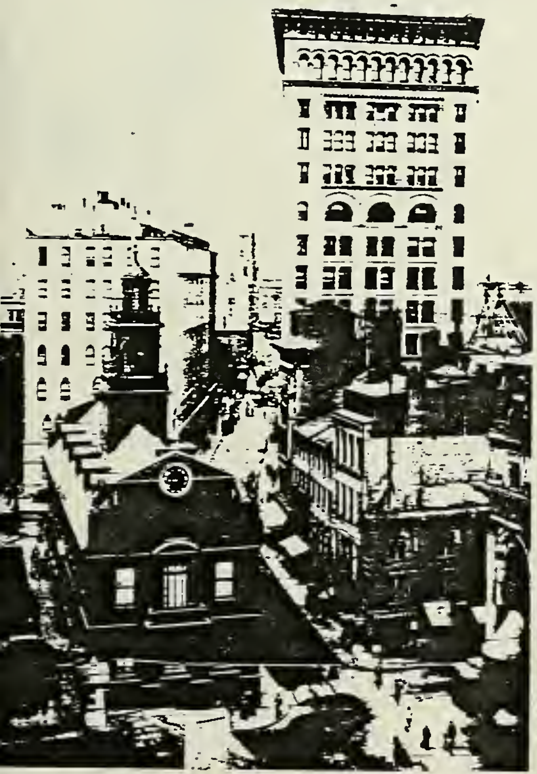
GOVERNMENT CENTER: HISTORIC VIEWS OF LANDMARKS



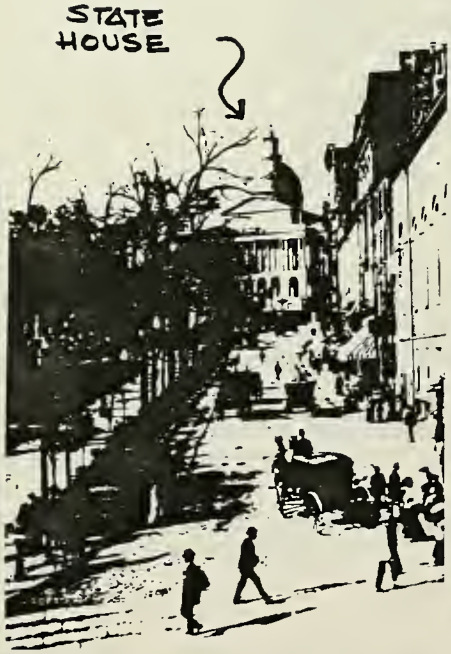
Tremont and School Streets, Looking South, ca. 1920



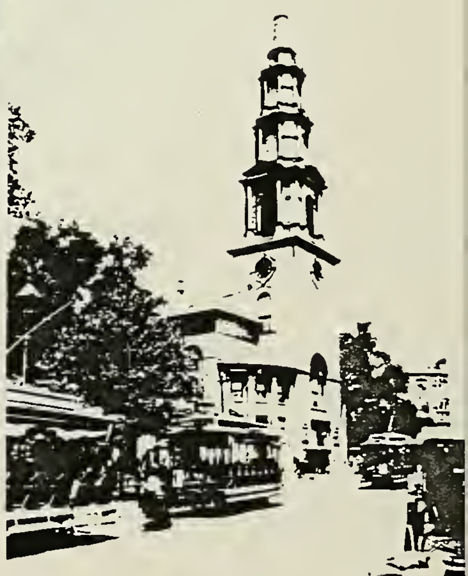
Looking South at Pemberton Square, ca. 1935



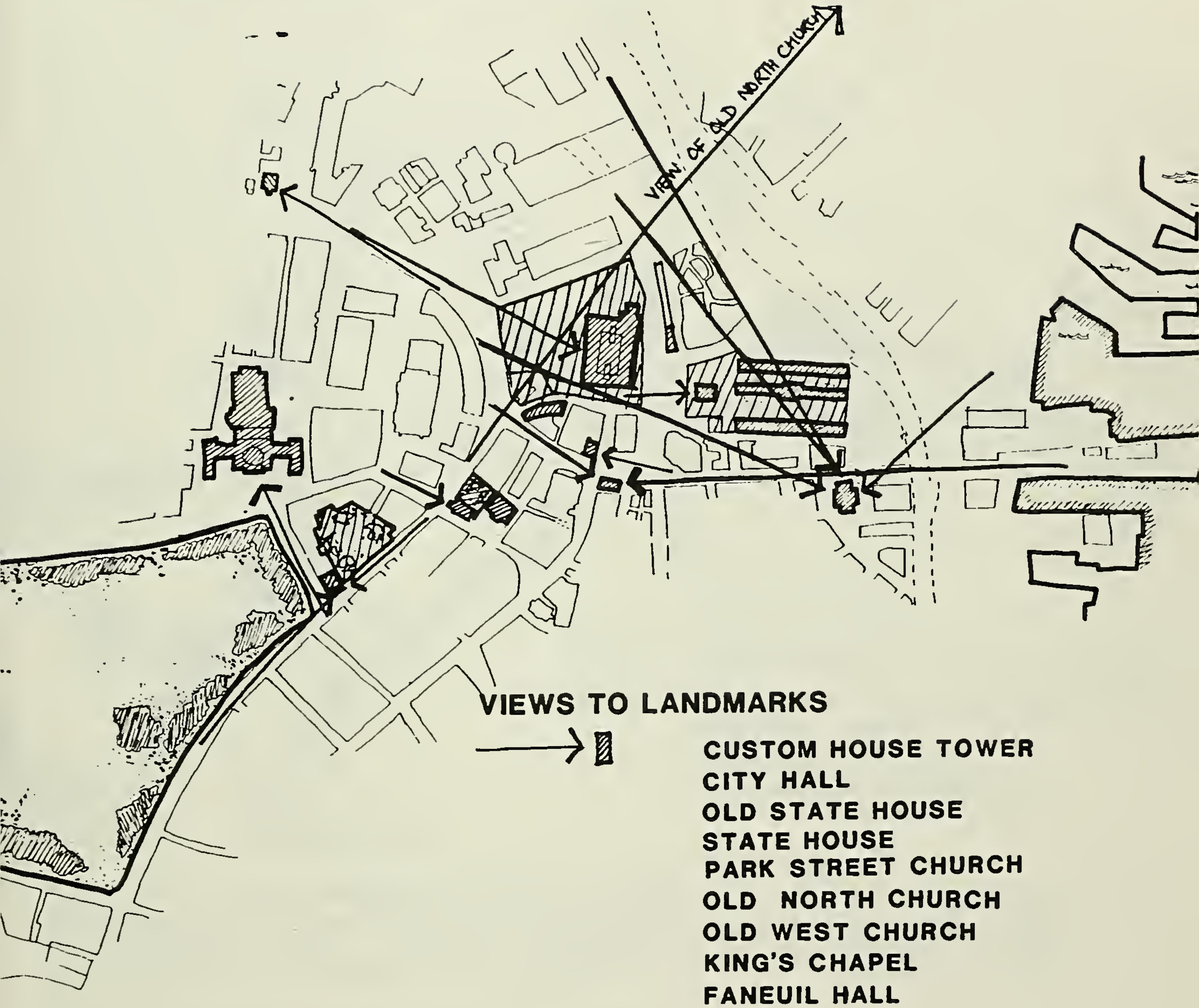
East at the Old State House, ca. 1900



North up Park Street to Beacon Street, ca. 1900



Park Street Church, ca. 1890



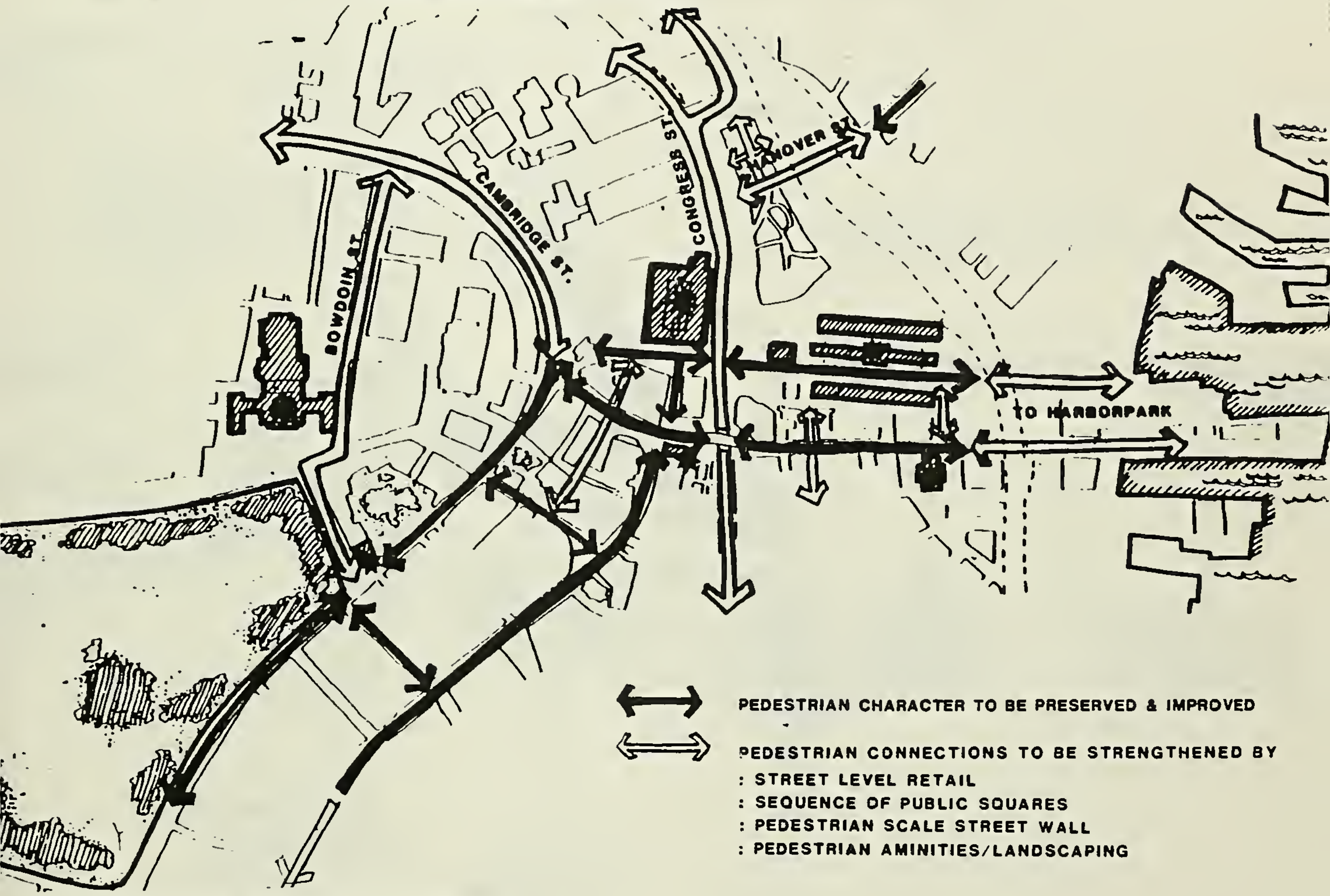
SPECIAL FEATURES/VIEWS

The framing of landmarks by view corridors are a special characteristic feature of Boston. A number of view corridors in and around the Government Center are oriented to major landmarks in the area.

Retrofittings, penthouse additions and all new structures that are on either side of, or in line with these view corridors must:

i. enhance the framing of the view and not detract from it, and
ii. not obstruct the view of the landmark.

GOVERNMENT CENTER


BOWDOIN ST.
CAMBRIDGE ST.
CONGRESS ST.
HANOVER ST.
TO HARBORPARK
PEDESTRIAN CHARACTER TO BE PRESERVED & IMPROVED
PEDESTRIAN CONNECTIONS TO BE STRENGTHENED BY
: STREET LEVEL RETAIL
: SEQUENCE OF PUBLIC SQUARES
: PEDESTRIAN SCALE STREET WALL
: PEDESTRIAN AMINITIES/LANDSCAPING

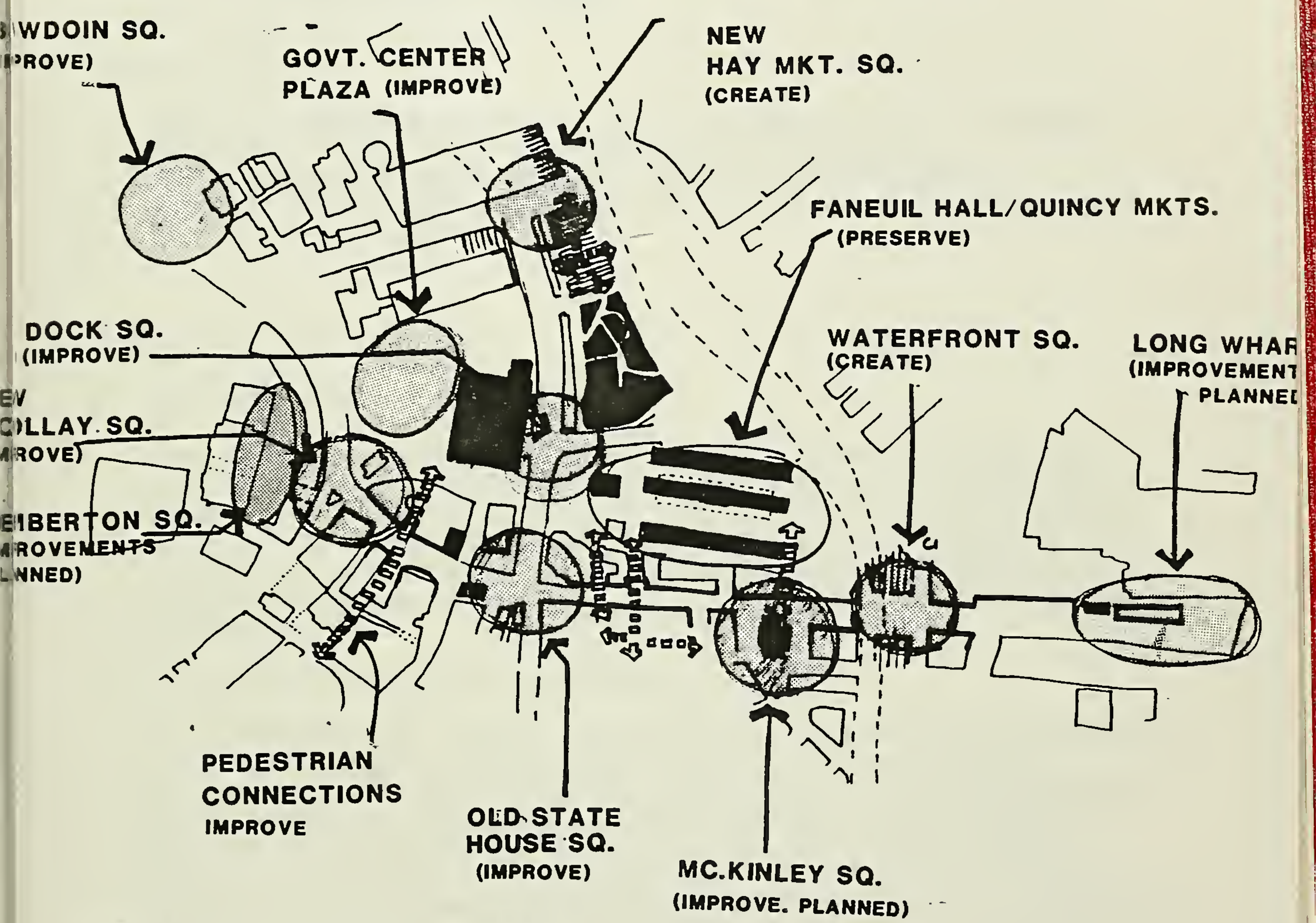
PEDESTRIAN CONNECTIONS

A number of major pedestrian routes have been formed by the large volumes of pedestrian users generated in and around the Government Center. Within this pedestrian network; Tremont, Washington, State and Congress streets have developed as the major connectors.

There is the need for the following improvements to the network of pedestrian routes in the area:

- develop a strong pedestrian character to enhance the existing pedestrian routes.
- preserve and improve existing pedestrian ways, create new through block connections and improved links through alleyways.
- develop (and extend existing) special pedestrian streets, such as the Historic Walks, Washington Street/Downtown Crossing and the proposed Congress street walk.
- improve maintenance of all pedestrian areas.

GOVERNMENT CENTER: SPECIAL OPEN SPACES



SPECIAL OPEN SPACE: SQUARES

A number of vibrant urban squares that existed in the area were lost during Urban Renewal and in the creation of the Government Center. There is the potential to develop new ones to bring back some of the historic associations of public life, and to improve the nature of existing public open spaces in the area. New development in the district must contribute to developing this public relm both through direct open space improvements adjacent to the site and by orienting building facades, massing, and directing pedestrian movement to these open spaces.

The squares to be improved/developed include; Faneuil Hall Market Place, Government Center Plaza, Dock Square, New Scollay Square (intersection of Cambridge and State Streets), Old State House Square, Pemberton Square, Custom House Square, Long Wharf, Bowdoin Square, New Haymarket Square, Waterfront Square (possibility to be created with depression of Central Artery).

GOVERNMENT CENTER

DISTRICT GOALS:

- Preserve importance of significant historic building like the Old State House and historic walks such as "the walk to the sea".
- Create harmonious relationship between old and new character.
- Improve public, pedestrian quality of open spaces and image of area as hub of public institutions.

DISTRICT ISSUES:

1. Lack of Diversity of Uses

The primary issues facing Government Center is that its use is too restricted. Government Center is primarily a 9 to 5 area which closes down when its office workers leave. It suffers from a lack of diversity of use, in particular greater retail and commercial use within and residential use at its fringe. With its number of public open spaces and large work-day population there is the potential to develop outdoor and evening activity.

2. Plaza Lacks Animation and Landscaping

The second biggest problem and challenge of the area is how to reconcile the great expanse of plaza space so as to make an area that can accommodate sporadic ceremonial functions while at the same time being a comfortable human-scale place for day-to-day use. In that respect, there is little seating available and few spots that invite people to linger, chat, eat and drink. Except for the MBTA kiosk, a few small shops, and the landmark steaming kettle in the Sears Crescent edge, the plaza lacks animation. Plaza needs program to animate the open space for special events and daily activities , especially during lunch hour and evenings.

3. Government Center, Under Landscaped

In what should be a park-like atmosphere, Government Center is now grossly under landscaped. Unlike centers of government in many major cities around the world, the plaza lacks planters filled with colorful flowers, trees, and shrubs. The lack of these contributes to the severe wind characteristic of the plaza, which continues across the street through Center Plaza and One Beacon Street.

4. Retrofitting and Reuse of Existing Buildings

Development in Government Center should take the form of retrofitting and reusing existing buildings rather than building new ones, except perhaps for an addition to the low-rise block of the John F. Kennedy Federal Building. In particular, the Hurley Building as it now stands is huge and impenetrable. It should be restored according to the original intentions of the designer. Also, the Veteran Administration Building which may in the future be vacated, presents the potential for creative reuse.

5. Large Volume of Pedestrian Uses

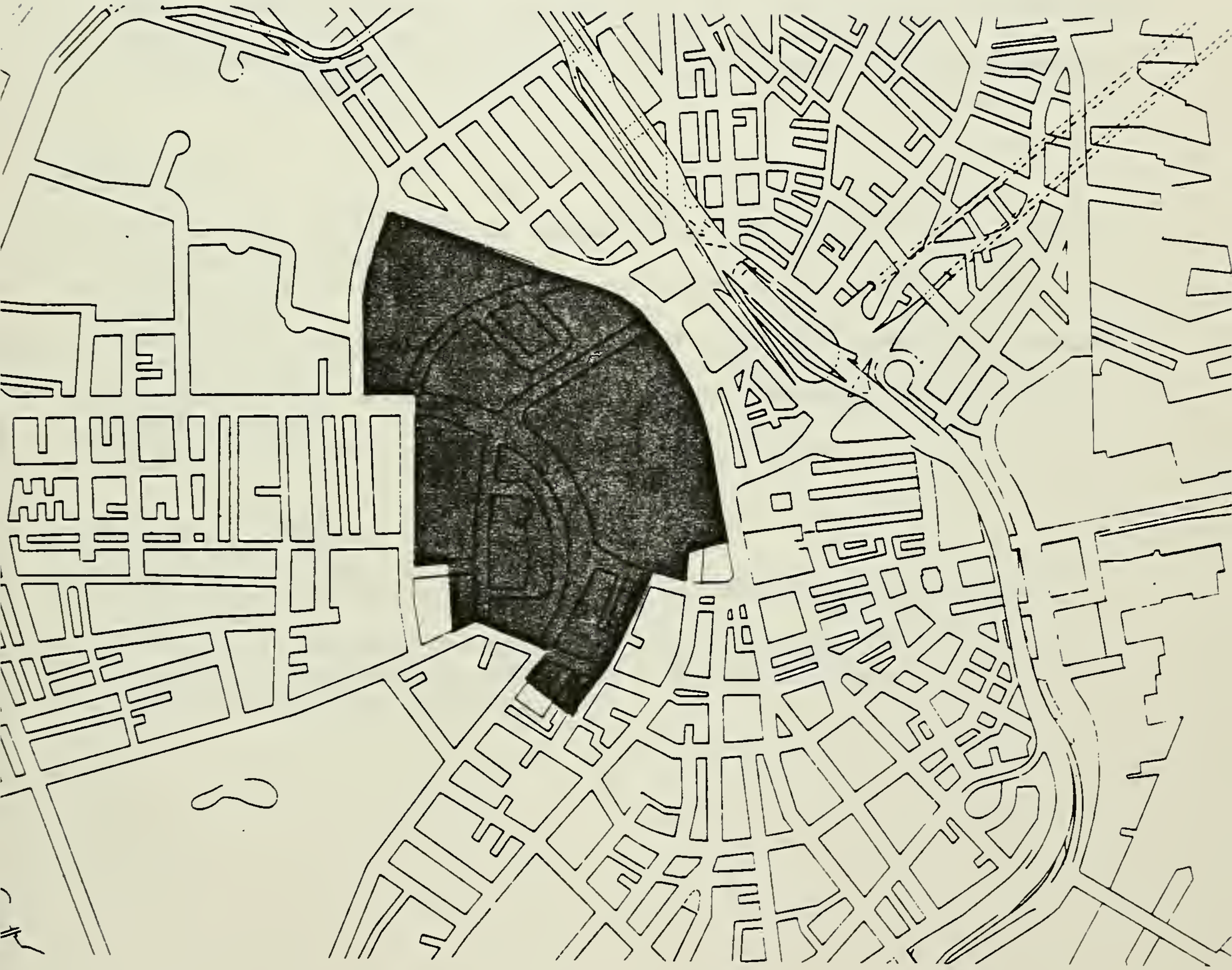
A large volume of pedestrian traffic is generated in the area by the Transit Stations, City Hall, the other government offices, Quincy Market/Waterfront and Downtown/Washington Street. The area is lacking in pedestrian amenities and needs better maintenance of litter. It also has a growing auto-pedestrian conflict problem which needs to be resolved especially along State and Congress Streets.

6. Parking Demands

A final issue is that the parking demands of the great numbers of government workers in the area are not being met by existing facilities.

GOVERNMENT CENTER

DISTRICT BOUNDARY



GOVERNMENT CENTER: DEVELOPMENT ISSUES

Growth

- o Downtown expansion to State Street creating extreme wind, shadow and daylight impacts.
- o Overshadowing of historic buildings; visual disparity between old and new.
- o Major remaining development potential; Parcel 7 development, development of parking garage, and retrofitting of existing buildings.
- o Recreation of smaller scale historic character of area, especially towards North End, Bulfinch Triangle.

Public Domain

- o Loss of many views of Custom House Tower, Old North Church, and need for preserving existing.
- o Improve pedestrian connections along historic walks (refer: historic walks map).
- o Special open spaces; i.e., squares, need to develop pedestrian amenities and design guidelines (refer: special open space map).
- o Improving street activity, increasing ground level retail and improved public spaces.
- o Program to increase public art work in public realm.

Architectural Heritage

- o Preservation of historic scale, network of streets and alley in new development
- o Protection of landmark buildings and important views.
- o Developing standards for new landmark quality buildings (especially, completion of Hurley Building).

GOVERNMENT CENTER: GUIDELINES

Height: The maximum height of new projects is restricted to 8 stories or 100 feet except for the 22 story building proposed in the Government Center Urban Renewal Plan for the State Service Center at New Chardon Street.

Penthouse additions to existing buildings shall not exceed 2 stories or 100 feet and shall be set back a minimum of 12 feet from the street wall.

Massing: City Hall, the State House, and Suffolk Courthouse are significant landmarks in the area. Massing of new projects should respect their dominance of the Government Center area.

Materials: Light-colored masonry materials, such as marble, granite, and cast stone should be used.

Streetline: New structures must observe the existing street pattern. If an infill lot is flanked by buildings that are built to the street right-of-way line, then the infill development must be built on the street right-of-way line. If an infill lot is flanked by buildings with setbacks from the street, then the infill building must be built with an equal setback.

Curbcuts: Service, garage, and other vehicular entries must be carefully concealed from public ways.

Rooftops: All mechanicals and rooftop structures should be housed and setback from parapets a distance equal to the height of the rooftop structure. Materials should be similar to those of adjacent structures and have a distinctive form.

Vistas: All major vistas should be protected (refer views map). Retrofittings to existing structures, penthouse additions and all new construction that are on either side of, or in line with these vistas must:

i. enhance the framing of the view and not detract from it, and

ii. not obstruct the view of the landmark.

Ground Plane: Pedestrian paths should be paved with City Hall pavers with granite stair treads.

Street Interface: Active retail uses should be located at street level where storefronts shall be 75 percent glass.

Uses: Ground floor retail uses oriented to the street are encouraged. Storefronts oriented to pedestrian alleyways are encouraged. Above-grade garages are prohibited.

ANIMATION STRATEGY

City Hall Plaza, St. Mark's Square, Venice and St. Peter's Square, Rome are approximately the same size (Comprable Plazas). The latter two squares are universally admired and the former is the target of criticism by many, but not all, of those interested in public open spaces.

Each square is dominated by a building - City Hall in Boston, San Marco and (the Campanilo) in Venice, St. Peter's Basilica in Rome. Each square has a large expanse of open hard paving and each is the symbolic center of its city. However, the Italian squares are different in very important ways: they have very strong, almost continuous edges; the other surrounding buildings are of a uniform height and the squares are on a level plane.

However, to improve City Hall Plaza, it is not reasonable to propose levelling the taller buildings on its edges; it is not reasonable to close Cambridge Street; it is not reasonable to level the plaza. What are the feasible ameliorating measures for City Hall Plaza? Improving the edges of City Hall Plaza to define and control the space; with more retail at the ground level, more seating, special features, plants, and most important of all programmed activities.

Improve the Edge of City Hall Plaza

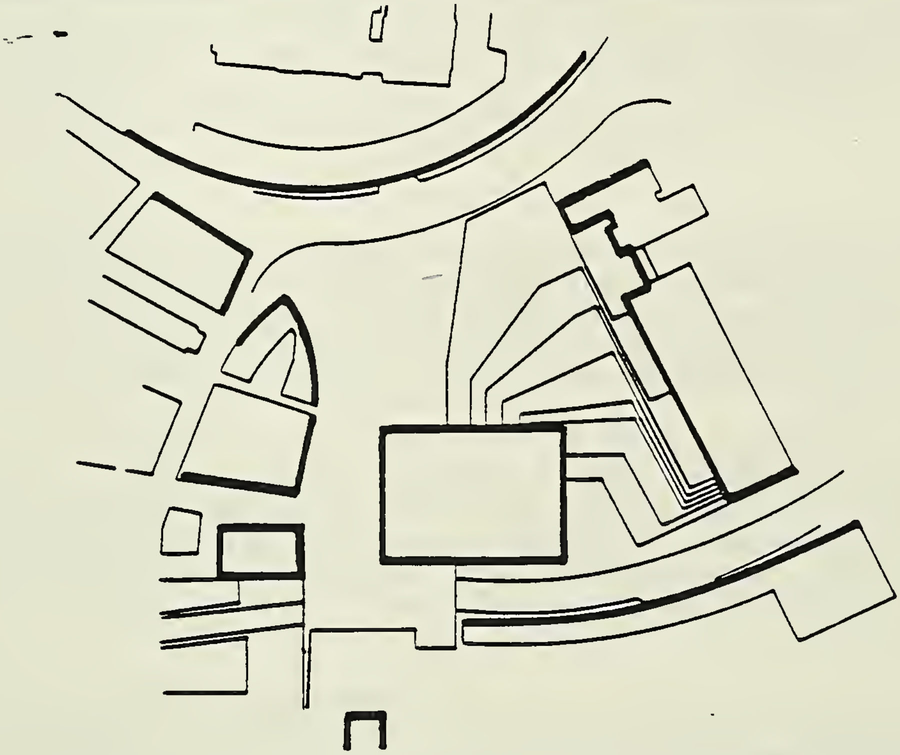
Provide more retail activity along the ground floor facades: a major restaurant in the Veteran's Administration Building, a major glass-shed restaurant along the JFK Building on the Plaza edge with outdoor tables and chairs in the summer, vendors with push carts on the Plaza, and transfer of the U.S. Government Printing Office from the depths of the JFK to a plaza exterior location - these are some of the possiblities for more defined, livelier edges.

Providing a Great Deal More Seating

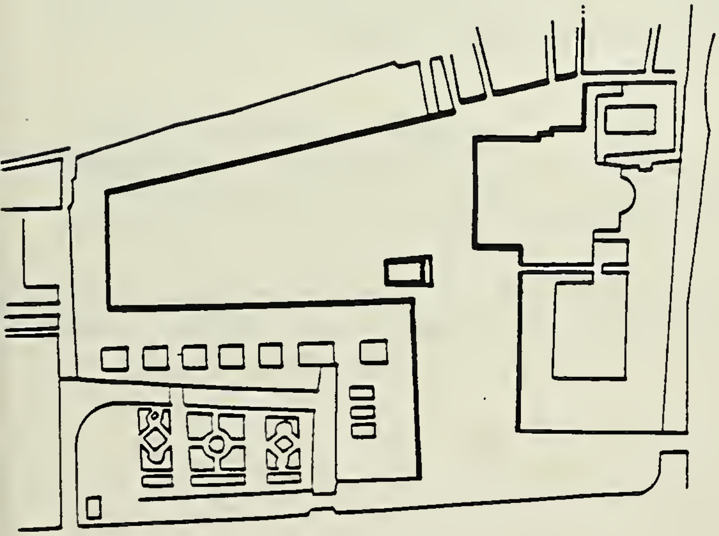
"The popularity of an open space correlates highly with the amount of comfortable seating provided."(Downtown Plan, San Francisco, pg.55) Mr. William Whyte, after many years of research unequivocally believes comfortable seating is one of the best ways to encourage people to use open space. He goes on to say,"sitting space can be provided in many ways. Besides conventional bench-type seating, walls, steps, hedges, planters and fountains can be designed imaginatively to invite people to sit."(The Downtown Plan, San Francisco, pg.55) On City Hall Plaza there are many of these types of seating existing - but there is not enough.

A multiple advantage of more seating is that the seating can help provide better edges. Geoffrey Bale, in his award-winning thesis at the Harvard Graduate School Of Design, The Arts of Public Place Making, says, "Edges can take many forms. Theses include changes in ground material, grade differences, steps fences, walls, screens..." Seats, closely arranged, as they are in Dock Square and Downtown Crossing, bring people close together and encourage more sociability and sense of community.

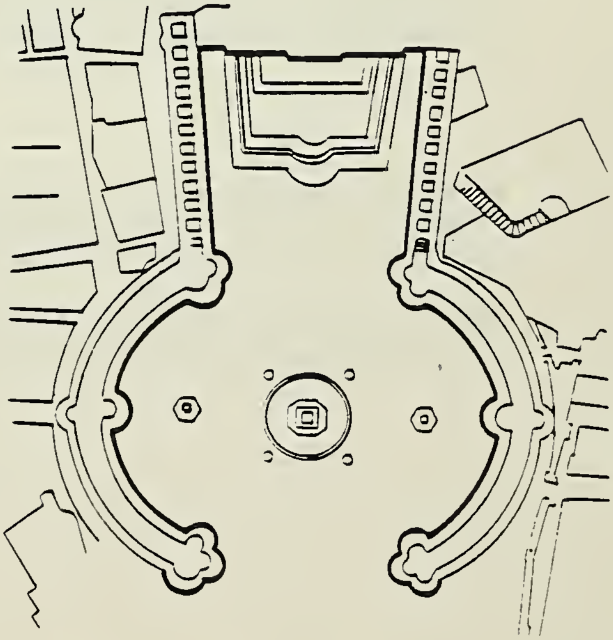
GOVERNMENT CENTER: COMPRABLE PLAZAS



GOVERNMENT CENTER PLAZA, BOSTON



ST. MARK'S SQUARE, VENICE



ST. PETER'S SQUARE, ROME

Provide More Desitination Enhancament

"Fountains and/or sculpture" were part of the Adams, Howard and Greeley Master Plan of 1959. A fountain was built, it has not functioned regularly for years and its depressed location has not contributed positively to City Hall Plaza. Repair the Fountain, adjust it to four season use by the incorporation of steam and/or ice sculpture for the winter.

Provide More "Green"

Mr.Whyte also says, "Introduce elements of the natural environment in open space(s) to contrast with the built-up environment.. all open spaces should provide some counterpoint of the naturtal environment to the dominant presense of the built environment of streets and buildings, if only an opened vista to the sky or water.(The Downtown Plan, San Fransciso, pg.58)

Many more trees and flowers would make City Hall Plaza a much more cheerful and restful place. These can be provided by tubs of seasonal flowers, additional trees in raised planters (with sitting edges) and flower vendors. Trees and other green landscaping must be focused at a few places, preferably near the present fountain and other seating areas. They should enhance the hardpaved character of the plaza and not conflict with it.

Provide Adequate Program and Maintenance

Provide more programmed activities on the Plaza- particularly large exhibits, art shows and contests, ice sculpture competetions, dance demonstrations, etc. These should be concentrated during lunch hours and evening/night times.

Additional plant material, fountains and programmed activities will require an adequate maintenance budget and program. Well-maintained plants thrive and are beautiful; well-maintained spaces are popular and successful. Attractive, clean open spaces attract more people which of course leads to greater social intercourse and safer, healthier public open spaces.

Protect Vistas and Skylight

Protection of the existing open vistas and skylight is of the utmost importance for the City Hall Plaza. The vistas to the Old State House, Old North Church and Faneuil Hall are particularly important vistas to the image of the district.

The large,urban open- to- sky quality of the plaza is unique in Boston's open space system, it emphasizes the plaza's centrality and must be reinforced by the animation strategy.

Congress Street/Pedestrian Crossing

Curently, tens of thousands of pedestrians daily cross Congress Street without the benefit of traffic lights. This situation was not planned; a bridge to connect City Hall Plaza and the Faneuil hall/Quincy Market side of Congress Street has always been part of the master plan for the "Walk-to-the-Sea". The plazas alongside the Bank of New England and Sixty State Street were designed as part of this vital connection.

Implementation now of the Congress Street Bridge will solve the dangerous pedestrian/automobile conflict, animate the plazas on each side of the street and provide barrier-free access. The bridge should be "transparent" and aesthetically pleasing so as not to unduly interrupt or spoil the Congress Street vistas. The bridge should be wide enough to provide ample space for viewing and picture taking.

Dock Square Entry of City Hall - Congress Street Edge

The "back door" to the City Hall at Congress is mundane and unremarkable. The yawning gap of the garage (which should be under the proposed Congree Street bridge) is unpleasant, ten trees, small concrete planters, concrete and asphalt paving and lack of signage in no way indicate arrival at the center of City of Boston government. There is no place to sit down, there is no signage, there is no feeling of arrival.

The guidelines for this area stress: more human-scale elements, appropriate signage, quality paving, increased plant material and seating. This area, including the blank brick wall Congress Street to the north, presents an excellent opportunity to provide information, shelter and a clearer message to the citizenary of where they all are. Possibilities include a digital sign board on the black brick wall (similar to the New York Times Square or Bayside Expo display boards) to provide current information including time, weather, etc., large lighted bulletin space to publicize shows, concerts, parades, or other cultural and civic affairs.

Union Street Park

The character of the popular and charming Curley Park should be continued down Union Street to provide attraction landscaped sitting area and a suitable "buffer" zone between historic Blackstone Block and Government Center. This greensward should continue to New Sudbury Street to connect with the brick paving, granite planters, flowers and other special treatments at the Government Center garage.

NORTH STATION

Old North Station

NORTH STATION: HISTORY

In the 17th century, the north Station area was a marshy pomnd that embraced an area as large as the common. The Causeway street, divided the pond from the sea, and was originally an Indian footpath. It was later raised and widened into a dam to terain the waters of the pond. In 1643, the town granted a group of people a tract that included the Mill Pond and the flats west of the Causeway on the condition that they build a corn mill and a bridge over the creek at Hanover and North Streets. Mils were erected at the west end of the creek and at either end of the Causeway which used the tide for operation. In addition to the corn mill, there was a grist mill, a saw mill and a little later a chocolate mill.

In 1807, the town released the Mill Pond Corporation from its obligation to maintain the mills and bridges and Mill Pond was filled to allow for new development, a more profitable use of the land for the Corporation. The present triangular pattern of streets was constructed according to a design by Charles Bulfinch. As part of this public works improvement, the canal was widened to form a link in the Middlesex Canal through which goods were shiped to the Harbor at Dock Square. But, with the advent of the railroads, canal boat traffic soon became obsolete. The Canal was filled and the highway which ran across the Causeway was widened into Causeway Street. By 1850, four rail lines, the Boston and Marine, Fitchburg, Boston and Lowell, and the Eastern terminated in the vicinity of the North Station. A city ordinance forbade trains from going beyond Causeway Street. As a result, various terminals and mercantile buildings were constructed in the area.

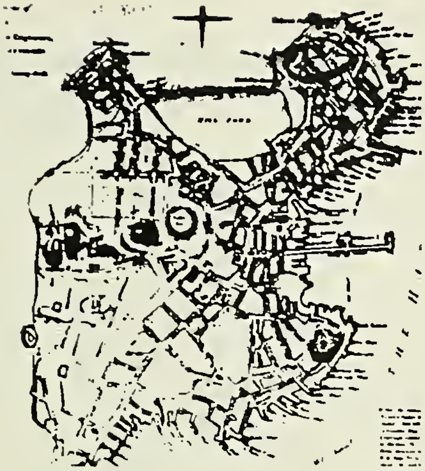
The next major era of development in this district took place in the 1930's with the development of the north side of Causeway Street. The construction of the new North Station and Boston Garden, along with adjacent hotel and industrial buildings, began a period of revitalization for the area. Transit service was already in place, and with construction in 1953 of the Central Artery, the present form of the North Station area was established. Conversion of a some buildings into office space began as manufacturing companies left downtown, leaving a majority of wholesale trade businesses in the area.

Urban Renewal of the adjacent West End and Government Center areas was carried out in the early sixties but had little impact on the North Station area. Removal of the Orange Line elevated structure in 1975 ,the more recently completed construction of the new Charles River Dam and the GSA building represent the public investment which is changing the negative impact of the site.

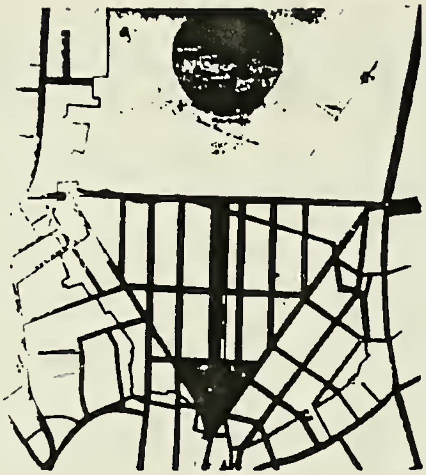
Today the North Station area, located at the northern intersection of metropolitan Boston's transportation network, serves as a gateway to downtown Boston. Commuter rail lines owned by the MBTA and operated by the Boston and Main Railroad serve the north, northeast, and northwest suburbs. The MBTA's Orange Line provides convenient service to the north and south, and transfer to the MBTA Green Line is also possible. Highway access from the Central Artery provides direct connections to the interstate highways to the north, south or west. There are more than 5,000 parking spaces in the vicinity of North Sation today. For the pedestrian, this area

History

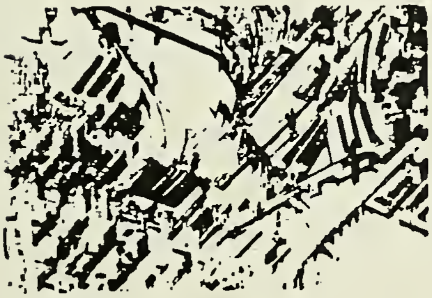
1700's



1800's



1900's



1928

1700's: Mill Pond was a brackish backwater covering most of the North Station Area. A canal was dug utilizing the tides to operate a saw mill at Dock Square and a grist mill near North Station.

1800's: Charles Bulfinch designed the triangular street pattern south of Causeway Street in 1807, and it was in place by 1840 with Canal Street carrying water from Mill Creek. Manufacturing and warehouse uses predominated. Rail service from the north began in 1820, gradually expanding to four separate lines in 1850. By 1894 the Boston and Main, the Boston and Lowell, Eastern and Fitchburg Lines were consolidated into the Union Station, thus forming the largest railroad station in the country, serving 500 trains daily.

1900-1950: In 1928, the construction of the new North Station and Boston Garden, along with adjacent hotel and industrial buildings, began a period of revitalization for the area. Transit service was already in place, and with construction in 1953 of the Central Artery, the present form of the North Station Area was established. Conversion of some buildings into office uses began as manufacturing companies left downtown, leaving a majority of wholesale trade businesses in the area.

1960-Present: Urban renewal of the adjacent West End and Government Center areas was carried out in the early sixties but had little impact on the North Station Area. Removal of the Orange Line elevated structure in 1975 and the recently completed construction of the new Charles River Dam represent the public investment which is changing the negative image of the site.

offers convenient walking distance from the Government Center, Waterfront, North End and Quincy Market districts. (Development Plan for the North Station District)

NORTH STATION: SPECIAL FEATURES

Large Underdeveloped Land - Those features that are special in the North Station area are also those that give this area its great developemnt potential. The entire area itself is special in that it has large amount of undeveloped land in close proximity to the downtown.

Excellent Regional Access - North Station has excellent regional access with direct connection to the interstate highway system and excellent local service with direct public transportation.

Link to Esplanade and Harborpark - The location of North Station is important to continuing the Charles River Esplanade to link up with Harborpark.

Boston Garden Arena - North Station's most distinguishing feature by far is the Boston Garden Arena.

A—Railyard and River Edge

This area is bounded by the Storrow ramps, the River bank, and the new Dam. The site includes the Registry Building, Mass. Rehab. Hospital, parking for MGH and DPW, and the commuter rail tracks.

The noise and air pollution from the Artery and diesel engines seriously affect the site, as does the visual disruption of the Artery structure and railroad bridges. Perception of the River is virtually nonexistent from Nashua Street; the River bank and new Dam are virtually inaccessible to pedestrians.

Proposed changes include the expansion of the Mass. Rehab. Hospital and the expected vacancy of the Registry building by 1983.

B—North Station/Garden Area

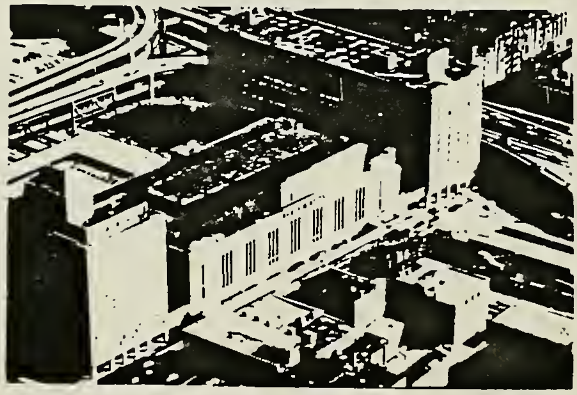
This sub-area is bounded between Lomasney, Causeway and North Washington Streets; the Storrow connector ramps define the northern edge. It is primarily entertainment, office and parking uses in addition to the Stop and Shop Bakery. The major buildings stand between 12-15 stories and are concrete frame and pile construction.

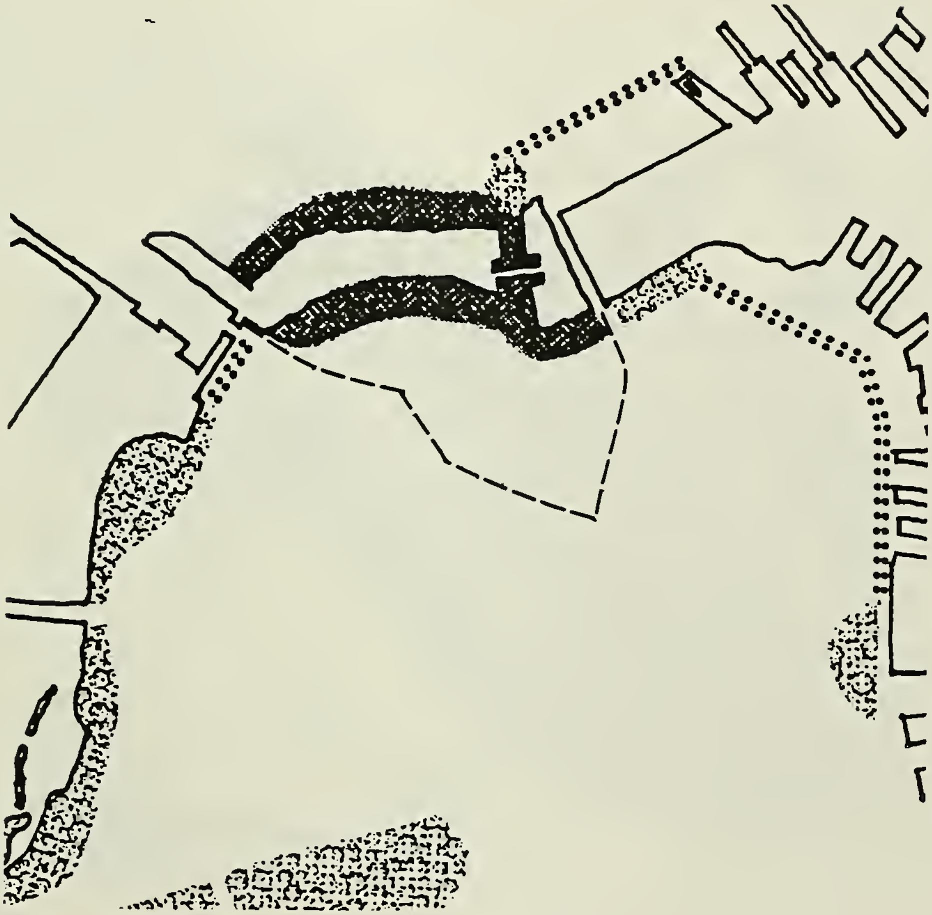
The buildings form a wall along Causeway Street, yet function as isolated buildings on the north side near the River. The elevated Green Line, Storrow ramps, and Central Artery act as a noise, visual and physical barrier for access to the new Dam and the River.

The renovation of the Garden and North Station would be a major catalyst

A

B

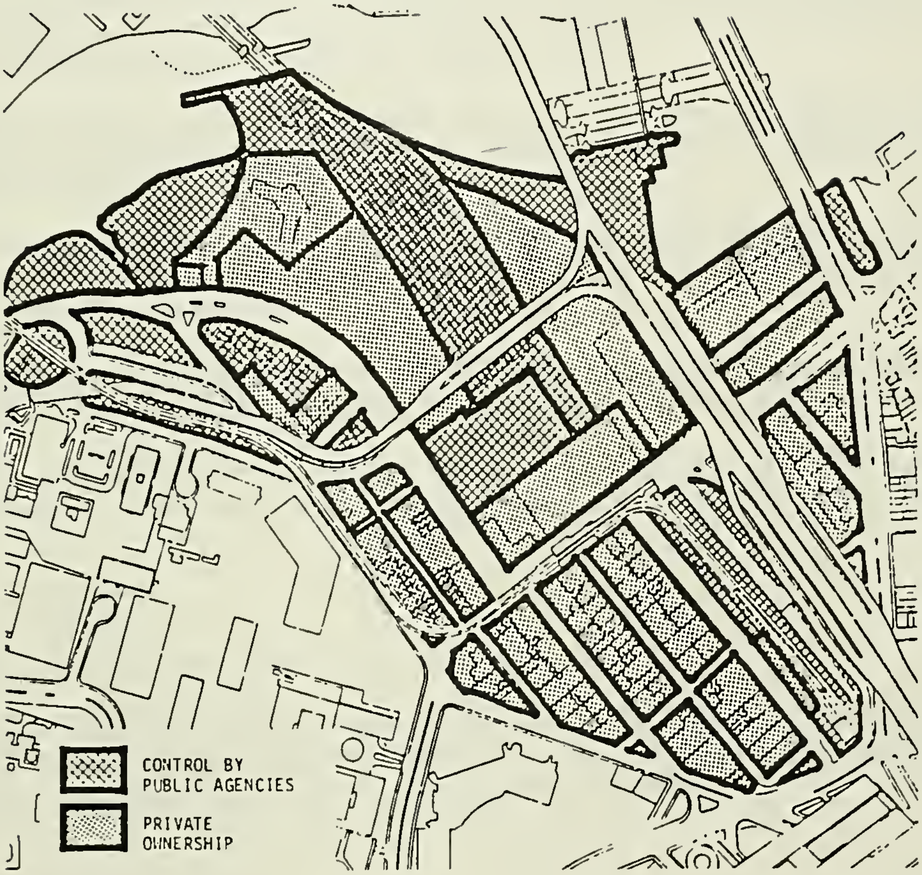




Special Open Space :

■ Esplanade To Harborpark Link

The usable open space in downtown Boston is concentrated along the Esplanade in Back Bay, the Common and Public Garden, and Waterfront Park. North Station breaks the Charles River open space system in half, with the Esplanade currently ending at the Museum of Science and then continuing as a pedestrian way from the Charlestown Bridge to Waterfront Park. This urban system should be connected at North Station so that a bicyclist or pedestrian can travel an uninterrupted route from Watertown to the downtown Waterfront.



Property Ownership

Except for the Mass. Rehab. property, public agencies control the River bank (MDPW and MBTA) and the land behind the Garden (City of Boston). Publicly-held land north of the Garden comprises nearly 70% of the total area. Major private ownerships include MGH (parking lot along Nashua Street), New Boston Garden Corporation (Garden and North Station), Nashua Street Trust Corporation (Mass. Rehab. Hospital), the Dison Corporation (Madison Hotel), and Linell (Anelex Building). The Bulfinch Triangle and Billerica Block are made up of multiple private ownerships, except for the MBTA parcel along Canal Street.

NORTH STATION

DISTRICT GOALS:
Build and maintain a new street pattern, provide vistas and access to the Charles River, and create an architectural character and pedestrian scale for the area consistent with traditional Boston forms.

1. Through major new development create a new district which builds on Boston's traditional urban form; a unique pattern of streets, blocks, and public squares.

2. Provide auxiliary office space close to downtown without the new architecture dominating the historic character of the adjoining Bulfinch Triangle and North End.

3. Provide park linkage between the Charles River Esplanade and Harborpark. Ensure public access and activity along the waterfront.

4. Orient buildings and activities to the north to also develop role of district as a gateway to the city by rail and highway from the north.

DISTRICT ISSUES:

1. Need for an Open Space Network.

   To take full advantage of the riverfront as a potential stimulus for further development and link adjoining neighborhoods, a bold plan that brings the major land owners together is needed.

2. Development Impacts

   Regional and local access to this area is excellent. The area has great potential to yield more productive uses than is now the case. Development of North Station should lessen pressures on downtown and increase the opportunity to preserve and maintain the unique historic features of adjacent districts.

3. Pedestrian Accessibility

   North Station contains sections of three major transportation networks - the Central Artery, the Green Line, and commuter rail.

4. Central Artery, Barrier and Potential

   The central artery presently acts as a barrier at the edge of the district towards the the in-town Harborpark. As an initial matter, the depression of the artery specifically the Storrow Drive connector ramp, will

dramatically change the area, making it more attractive and freeing it for development. To accomplish this first step, a major investment of funds is needed. Removal of the ramp would allow the possibility of building a street system and an open space network that would extend the West End and North End to the Charles River.

5. Ownership of Land by Major Institutions

The question of the North Station's development is heavily intertwined with the disposition of various transportation facilities and the expansion of large institutional uses.The State of Massachusetts owns approximately 25% of the land in this area as does the Massachusetts General Hospital. The Hospital may expand in this area; currently MGH's primary use is an on grade parking lot for about 2000 cars. For the area to change leadership must be exhibited by the many state and federal agencies affecting the area.

6. The Elevated and the Area's Image

The elevated sections of the Green Line contribute to the general unattractiveness of the area and need to be replaced. Improvements to the commuter rail such as extending the track to the back of the Boston Garden, will improve pedestrian circulation and the appearance of the area.

7. The Boston Arena Will Attract Primarily Office and Retail Uses

The Boston Garden Arena is a catalyst for areawide change. Arena uses will increase the number of people circulating in the area. thus durable ground plane improvements will be required, and first floor retail establishments will need special storefronts.

8. Leveretts Circle and Lomasney Way Have Poor Pedestrian Access and Amenities

A number of traffic routes intersect at Leveretts Circle and no pedestrian cross walks or amenities are provided. At present pedestrian access across the area is difficult and even dangerous at points. Lomansney Way also has no amenities; the elevated Green Line creates a visual barrier between the West End and the North Station Area.

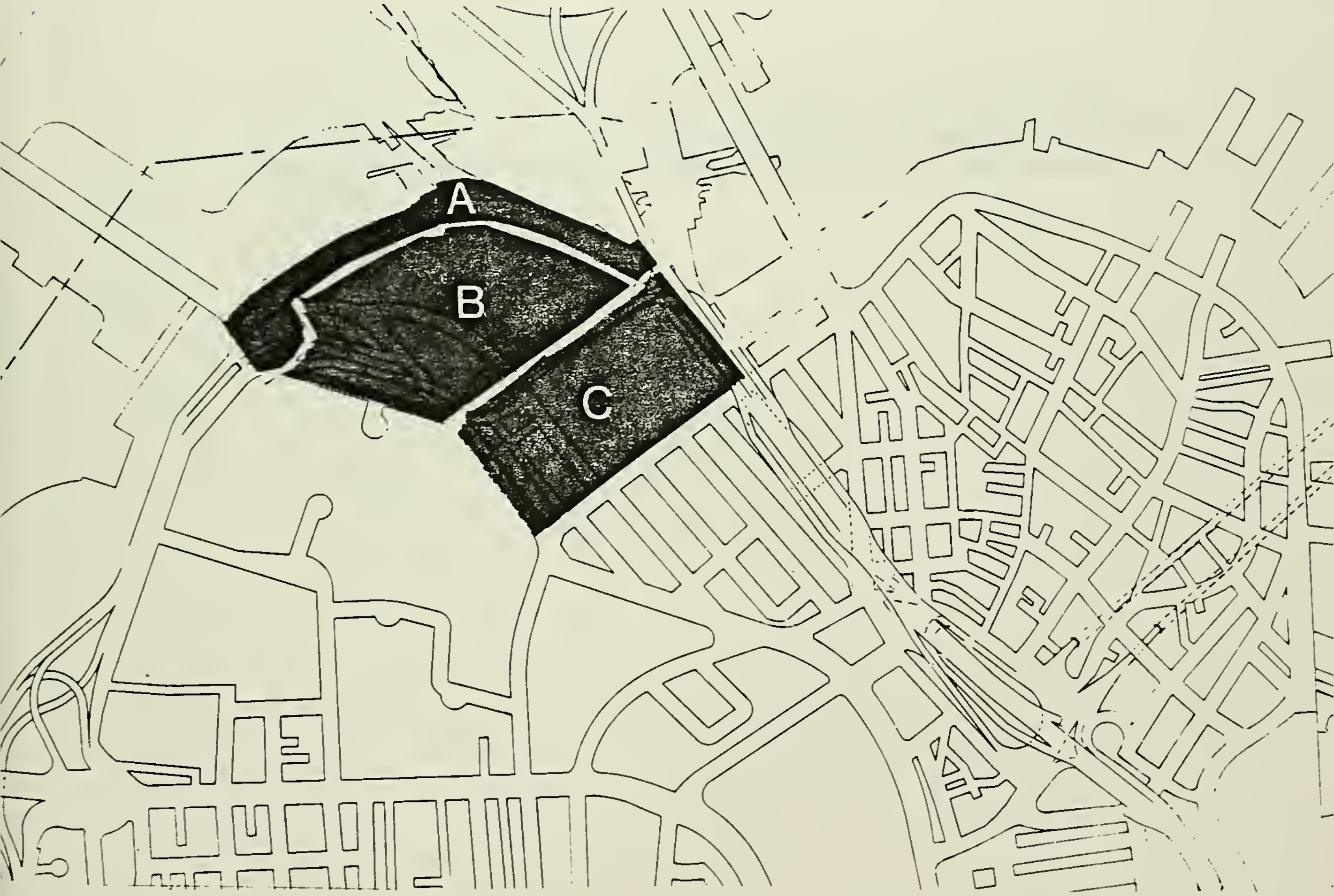
9. Areawide Parking Needs

Most of the existing vacant land is being used for surface parking. To accommodate the existing parking needs and future demands for parking for major new developments, major parking facilities are required in the area.

SUB-AREAS

The North Station is subdivided into three guideline districts:

A	RIVERFRONT PARK
B	NEW WEST END
C	ARENA DEVELOPMENT AREA



SUMMARY OF SUB-AREA GOALS

A RIVERFRONT PARK

Extend the Charles River Esplanade and reinforce existing open space network of Boston. Provide better pedestrian access to Charlestown.

B NEW WEST END

Protect and reinforce the small scale street pattern, also continue the intimate scale and character of Boston's building styles. Restoration of existing structures is encouraged. New infill development must be based on the historic character of the area.

C ARENA DEVELOPMENT AREA

Preserve the visual dominance of Boston Garden/ Arena building and the River's edge. Develop orientation of buildings and pedestrian routes to the waterfront, to the transit stations.

A RIVERFRONT PARK: CONCEPTS

Accessibility: The design of the riverfornt park should incorporate the needs of pedestrians, handicapped users and cyclists throughout the entire length of the park.

Security: Security of the park would be improved by uses that attract large numbers of daily users. The greater number of people the more effective the natural supervision of public spaces.

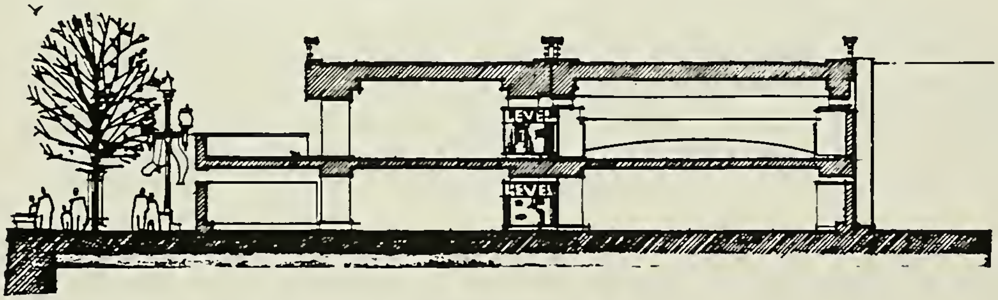
Maintenance: The routine maintenance of the park is a major design concern.

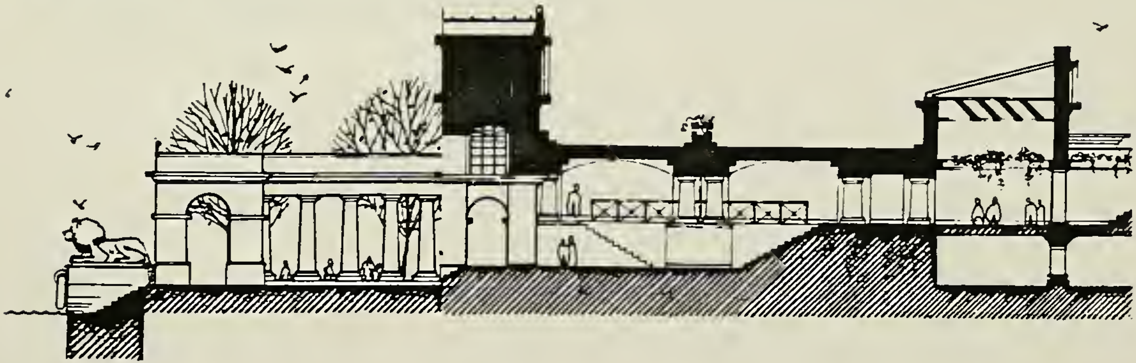
Continuity: A continuous and varied riverfront experience is required; detached activities should be discouraged.

A RIVERFRONT PARK EDGE: GUIDELINES

A continuous river's edge shall be established extending the present Charles River Esplanade past the Charles River Dam to Harborpark.

Edge:	A park edge a minimum depth of 200 feet is to be maintained along the riverfront.
Landscaping:	The park shall have an urban esplanade character. A combination of hard paved and green landscaped areas is required.
Access:	The park must have a continuous pedestrian and bicycle access along the entire riverfront. An above grade pedestrian crossing over the railway tracks must be created with stairs, ramps, and bicycle paths linking the Charles River Esplanade to the North End. Special attention must be paid to views of the parkedge as seen on arrival by rail.
Elevation:	A raised enbankment of two to three levels shall have ramps and stairs with landings at every 50 feet that connect to different levels.
Vistas:	Strategically located viewing areas shall be created at the terminus of every street. Special treatment shall be given to important vistas; public squares are encouraged to expand views of the riverfront.
Amenities:	Fountains, benches, street lighting and other pedestrian improvements shall match new city standards and be installed along the entire riverfront.





A RIVERFRONT PARK NEW DEVELOPMENT: GUIDELINES

Height:	55 feet
Public Space:	The urban open space system created by the layout of streets, blocks, and urban squares shall form the premise for new development. Continuous public access and park activity linking neighborhoods and downtown to the river are required.
Pattern:	The development of the area should create an urban street and block pattern which are pedestrian in scale and character. Block sizes are not to exceed 350 feet by 150 feet and must be rectangular in shape as far as possible. Street layout should relate to the Bulfinch Triangle grid, extend vistas to the Charles River, and focus activity to the riverfront and downtown. Building and block massing should relate in such a manner as to create an overall sense of a unified district character. Comparable types of district and block sizes and pattern are Beacon Hill flats and the North End. Through streets to the riverfront shall be established as major streets.
Massing:	New development should be oriented to the riverfront and create new vistas and public spaces. Buildings should repeat traditional Boston forms. A hierarchy of building heights should be created that step-up from the riverfront. Proportions should match buildings characteristic of Boston. Common elements such as: ironwork, doorway details, and window proportions should be repeated throughout the area.
Materials:	Warm red to brown brick and granite materials are required.
Streetline:	New structures must observe a new street pattern.
Curbcuts:	Extensive street improvements are required. Major streets should extend the Street network from the West End and be planned as a major component of Boston's open space system; curbcuts shall be discouraged on these streets, and pedestrian entryways encouraged. Service and vehicular access should be located on minor streets or alleyways.
Rooftops:	All mechanicals and rooftop structures shall be housed and setback from parapets a distance equal to the height of the rooftop structure, materials shall be similar to those of the adjacent Historic Hub District.

B NEW WEST END: SPECIAL FEATURES

1 Large Undeveloped Land. The entire area itself is special in that it has a large amount of undeveloped land in close proximity to the down.

2 Excellent Regional Access. The north station area has excellent regional access with direct connections to the interstate highway system and excellent local service to Logan Airport and direct access to public transportation.

3 Linkage to Esplanade and Harborpark. The location of the New West End provides easy access to the Charles River park system and Harborpark.

Height:	The height of new construction shall in general be limited to 70 to 275 feet. Above 70 feet setbacks from all public streets of not less than 20 feet are required. Taller building should be appropriately massed and setback from the street to minimize micro-climate and visual impacts.
Urban Pattern:	The development of the area should create an urban street and block pattern which are pedestrian in scale and character. Block sizes are not to exceed 350 feet by 150 feet and must be rectangular in shape as far as possible. Street layout should relate to the Bulfinch Triangle grid, extend vistas to the Charles River, and focus activity to the riverfront and downtown. Building and block massing should relate in such a manner as to create an overall sense of a unified district character. Comparable types of district and block sizes and pattern are Bulfinch Triangle and Custom House District. Through streets to the riverfront shall be established as major streets.
Massing:	New construction shall evoke the shape and profile of traditional Boston building forms. New development should be oriented to the riverfront and create new vistas and public spaces. A hierarchy of building heights should be created that step-up from the riverfront.
Uses:	Office, hotel, and residential uses are recommended. Ground floor retail uses are required.
Materials:	Warm red to brown brick, light colored granite and marble materials are required. Dark tinted glazing and bright color cladding are to be avoided.
Fenestration:	Windows and entries shall be consistent with or evocative of historic Boston patterns. Consistent use of common details will add scale, orientation, proportion and rhythm to the new environment. Windows shall be primarily recessed within bearing walls. Strip windows are prohibited. Proportions should match buildings characteristic of Boston. Common elements such as: ironwork, doorway details, and window proportions should be repeated throughout the area.
Curbcuts:	Extensive street improvements are required. Major streets should extend the Street network from the West End and be planned as a major component of Boston's open space system; curbcuts shall be discouraged on these streets, and pedestrian

	entryways encouraged. Service and vehicular access should be located on minor streets or alleyways.
Rooftops:	All mechanicals and rooftop structures shall be housed and setback from parapets a distance equal to the height of the rooftop structure, materials shall be similar to those of the adjacent Historic Hub District.
Public Space:	The urban open space system created by the layout of streets, blocks, and urban squares shall form the premise for new development. Continuous public access and park activity linking neighborhoods and downtown to the river are required.

Height: 125 feet

Massing: Infill projects should reflect the scale of adjacent buildings. Projects within 50 feet of a landmark building should not exceed the cornice line of the landmark. The design of new buildings should adhere to the spacing of windows and sill heights of adjacent structures.

Materials: Warm red to brown brick, granite, and marble.

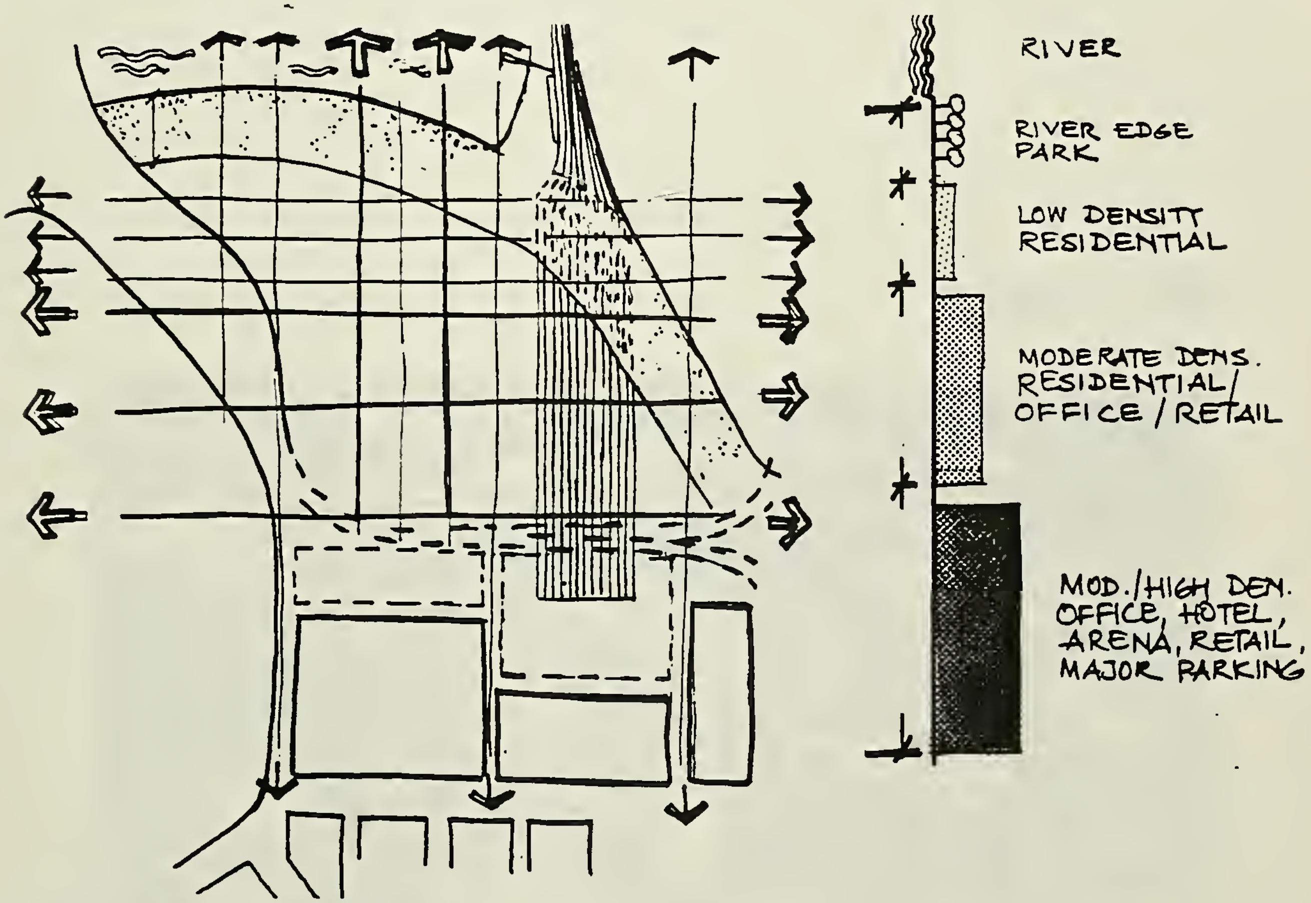
Streetline: New structures must observe the existing street pattern. If an infill lot is flanked by buildings that are built to the street right-of-way line, then the infill development must be built on the street right-of-way line. If an infill lot is flanked by buildings with setbacks from the street, then the infill building must be built with an equal setback.

Storefronts & Entries: Proportions should match those of adjacent structures, repeating the use of common features such as ironwork, doorway details, and window proportions.

Rooftops: All mechanicals and rooftop structures shall be housed and setback from parapets of distance equal to the height of the rooftop structure. Materials shall be similar to those of adjacent structures.

NORTH STATION: SCHEMATIC LAYOUT/FRAMEWORK

1. STREET/BLOCK ORIENTATION
2. DENSITIES/ USE TRANSITIONS


RIVER
RIVER EDGE PARK
LOW DENSITY RESIDENTIAL
MODERATE DENS. RESIDENTIAL/ OFFICE / RETAIL
MOD./HIGH DEN. OFFICE, HOTEL, ARENA, RETAIL, MAJOR PARKING

District Layout Objectives

1. Create a continuous river front connecting the Charles River Esplanade edge to Harborpark. Continue park above grade over railroad tracks.

2. Through major new construction create a new district which responds to the urban scale and character of Boston's street and block pattern. Emphasize the pedestrian scale through the quality of its streets, public spaces and river's edge.

3. High density new development to be located with easy access to ther regional and local transportation network.

4. Street/block orientation should create a series of vistas to the river's edge, towards Downtown and West End.

5. Create a transition of uses; recreation and residential to office/hotel/parking/sports arena, from the river edge to North Station.

6. Build a transition of heights/densities from low closer to the river and higher inland towards North Station.

WEST END

WEST END: HISTORY

Originally, the West End was a dense grid of streets and avenues that lay at the bottom of the former slopes of the trimountain (Beacon, Pemberton, and Mt. Vernon) on the west with the Mill Pond at its easterly edge.

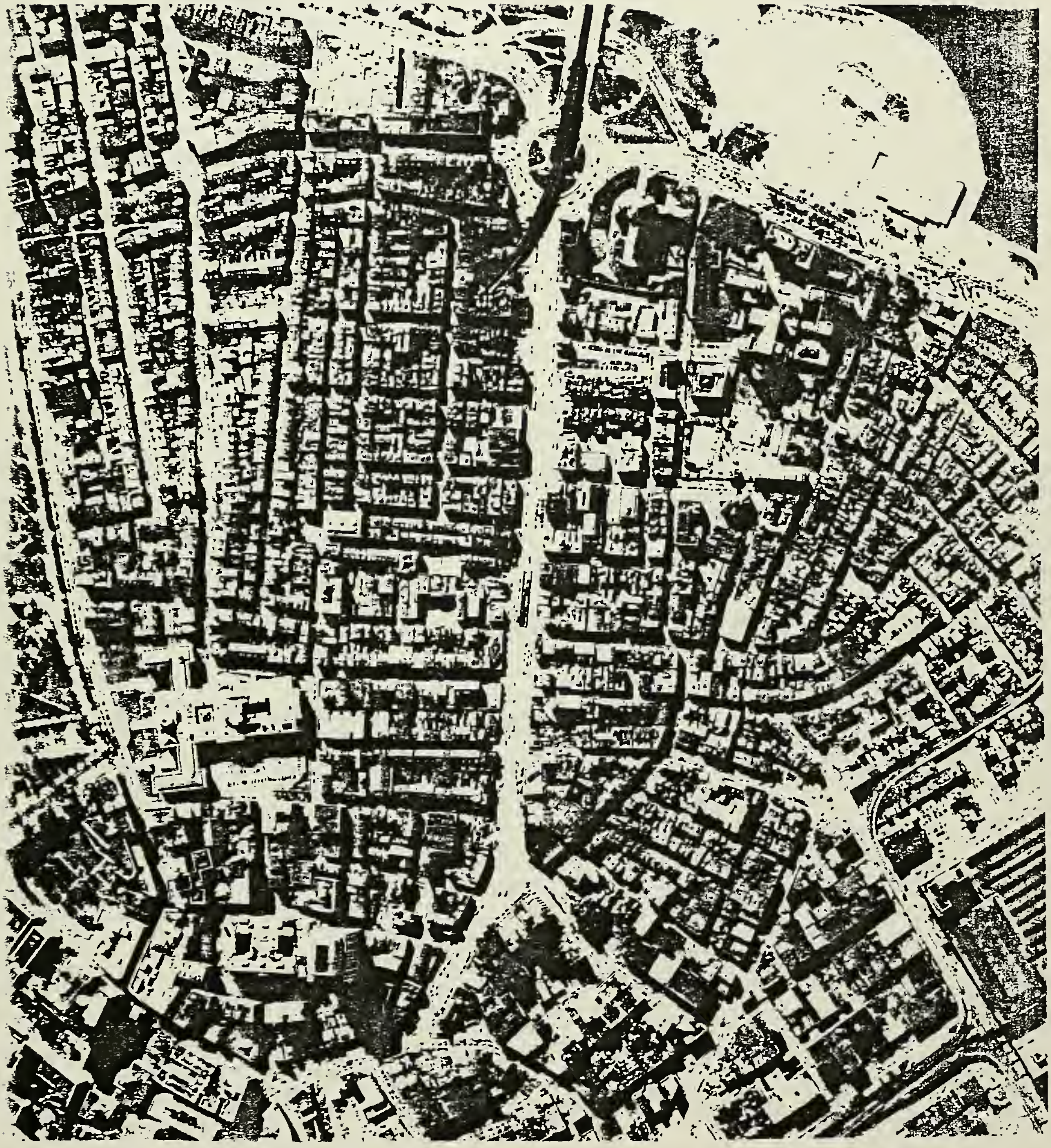
In the 18th century, fashionable Bostonians built grand mansions here. One that survived is the first of three houses that Charles ulfinch built for Harrison Gray Otis, one of Boston's greatest land speculators and a distinguished cultivator of architecture (Lyndon 1982). Next door is the Otis House is Old West Church, built in 1806 just ten years after the Otis House. It was designed by a Bulfinch protege Asher Benjamin who helped to popularize the leaner, cleaner refined Federal style of Bulfinch's Boston in his book The American Builder's Companion. In 1862, the space in front of this church was fashioned and named Lowell Square as part of a movement to create small squares in imitation of Boston Common (Kay 1980). By the mid-19th century the West End was largely built with small dwelling houses in either thwe federal or Greek Revival styles.

The West End's distant locat ion and access to breezes, thought to be healthy, were among the reasons for the location of the country's first general hospital, open to all, Massachusetts General Hospital in 1819. The area's remoteness was also a factor in the decision to locate the new Suffolk County Jail there in 1854. In the later half of the century, West End development intensified as new immigrants to Boston required housing. Like the North End, small dwelling houses were gradually replaced by three and four story brick tenements and streets became more densely packed. Throughout the century the West End experienced a great deal of institutional development as well.

In 1950's, city planners determined that the area was blighted and they inaugurated the now obsolete practice of total slum clearance. Their goal was to create a city district of a totally new character. Using federal funds, they cleared the crowded streets and brick tenements and built high income luxury apartment buildings. The disruption to the social fabric of the neighborhood is legendary, and a genesis of one of Jane Jacob's treatises on cities.

WEST END

AERIAL VIEW BEFORE URBAN RENEWAL



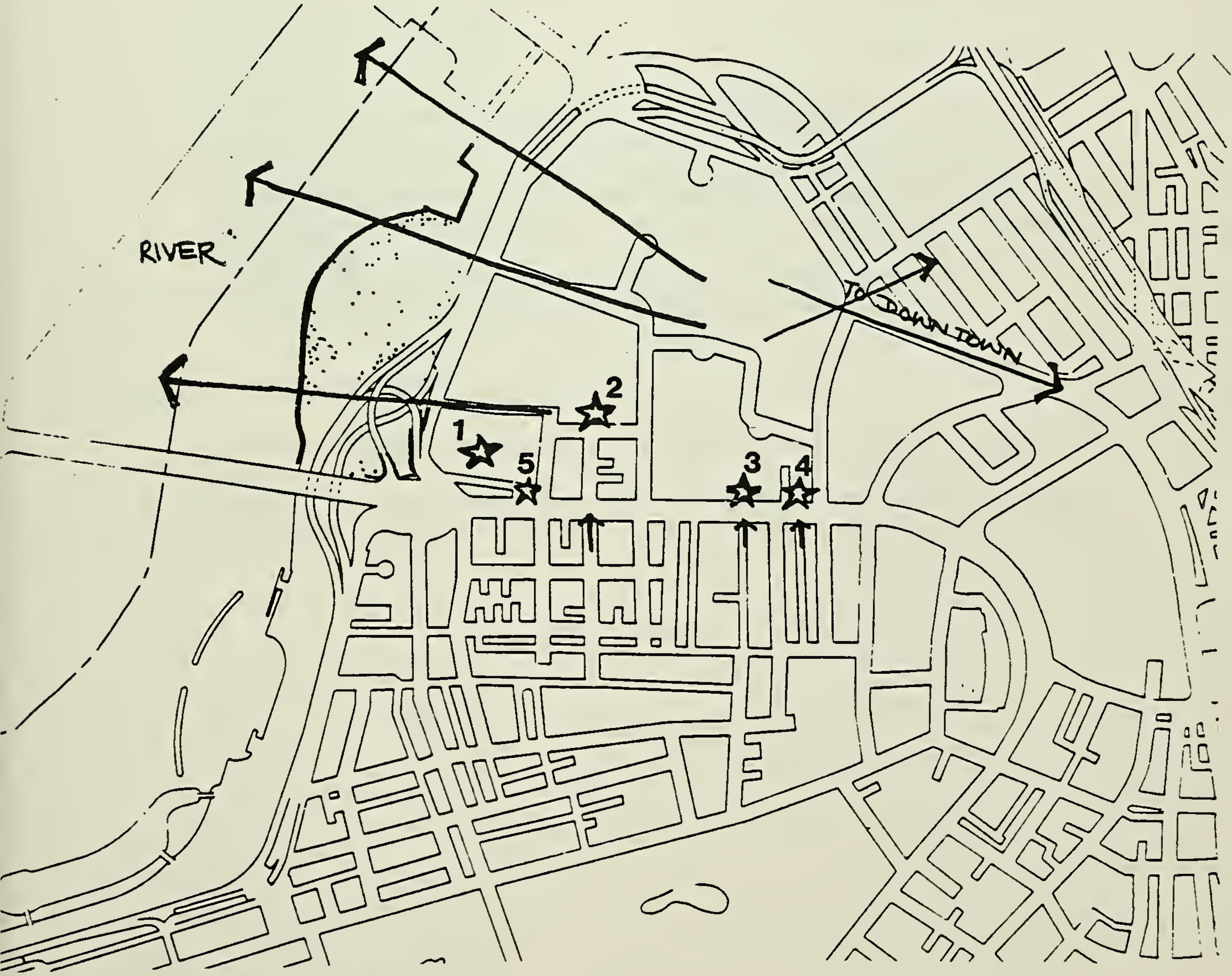
WEST END: SPECIAL FEATURES

Landmark Buildings:

1 Charles Street Jail,
2 Bulfinch Building,
3 Otis house,
4 Old West Church, and
5 Doctor's Residence.

Vistas to the river from:

A Allen Street
B Fruit Street, and
C Charles River Plaza



WEST END DEVELOPMENT ISSUES

GROWTH

- Opportunity to develop street frontage with active commercial uses along Cambridge Street with residential above.
- Institutional (MGH) and residential sub-areas, predominantly built up with minimal development potential (except proposed MGH expansion and Lowell Square parcel).
- Potential for retrofitting existing tower bases with low-rise additions.
- Overshadowing of few remaining historic buildings by heterogeneous architecture of later buildings.
- Area dominated by Institutional character and poorly integrated to surrounding contexts.

PUBLIC DOMAIN

- Loss of some major vistas to the river and the need to preserve and enhance existing.
- Pedestrian connections within each sub-area need amenities and guidelines.
- Potential to develop N.Grove, N.Anderson, Blossom and Allen Streets as major entryways into the district.
- Create Lowell Square as a new public open space, enhanced by the development of the Lowell Square parcel and the GSA building.
- Create Cambridge Street as a "boulevard", keeping to Beacon Hill Guidelines.
- Poor pedestrian connections to Charles River Esplanade.
- Program to increase art work in public spaces.

ARCHITECTURAL HERITAGE

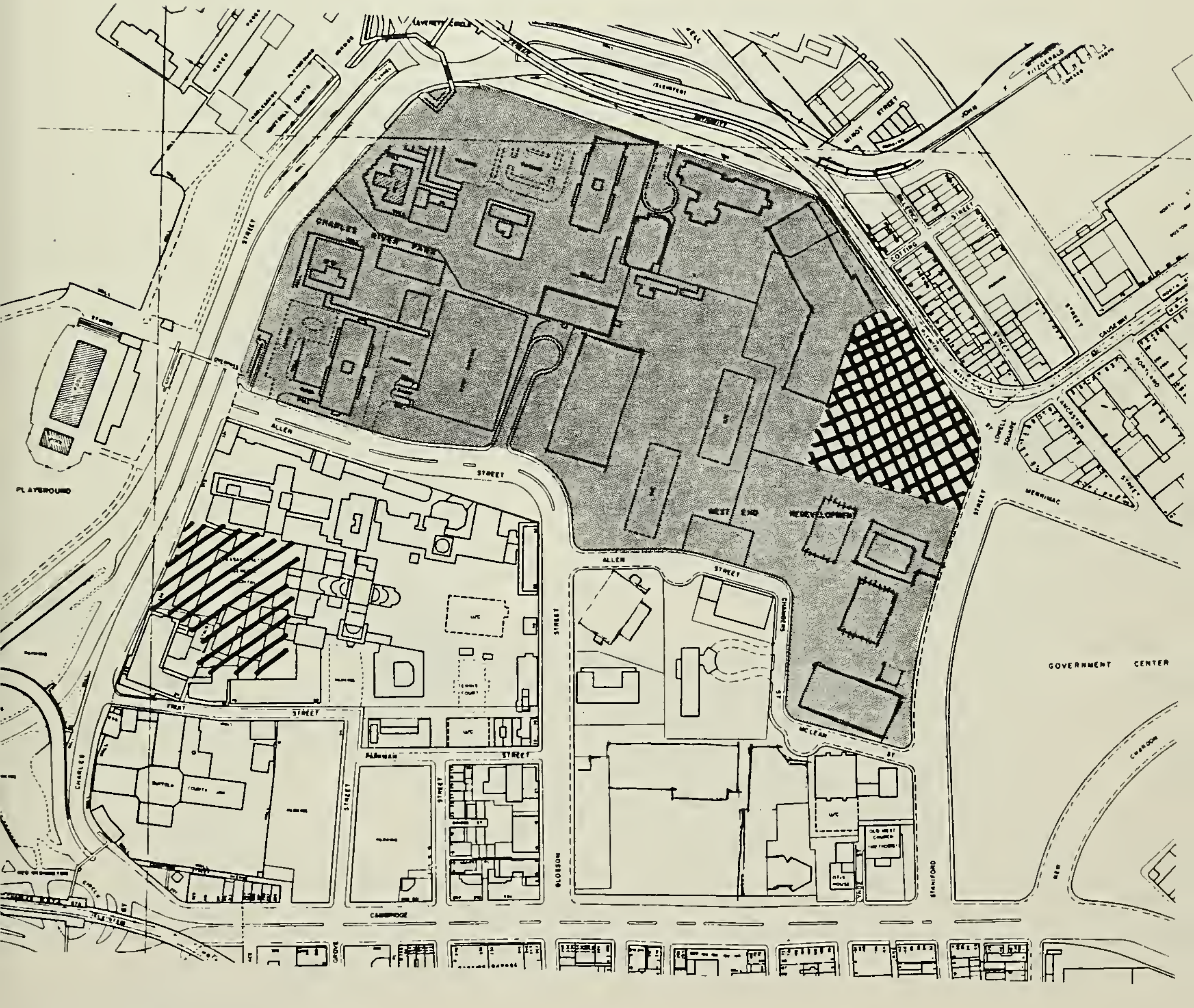
- Preserve historic buildings and settings such as the Bulfinch Building.
- Develop new buildings of distinctive qulality, especially as infill along Cambridge and Charles street edges, and at Lowell Square.

WEST END : DEVELOPMENT SITES

▨ **MGH EXPANSION SITE**

▩ **BRA LOWELL SQ. DEVELOPMENT PARCEL**

▒ **PROPOSED INFILL DEVELOPMENT AREA**



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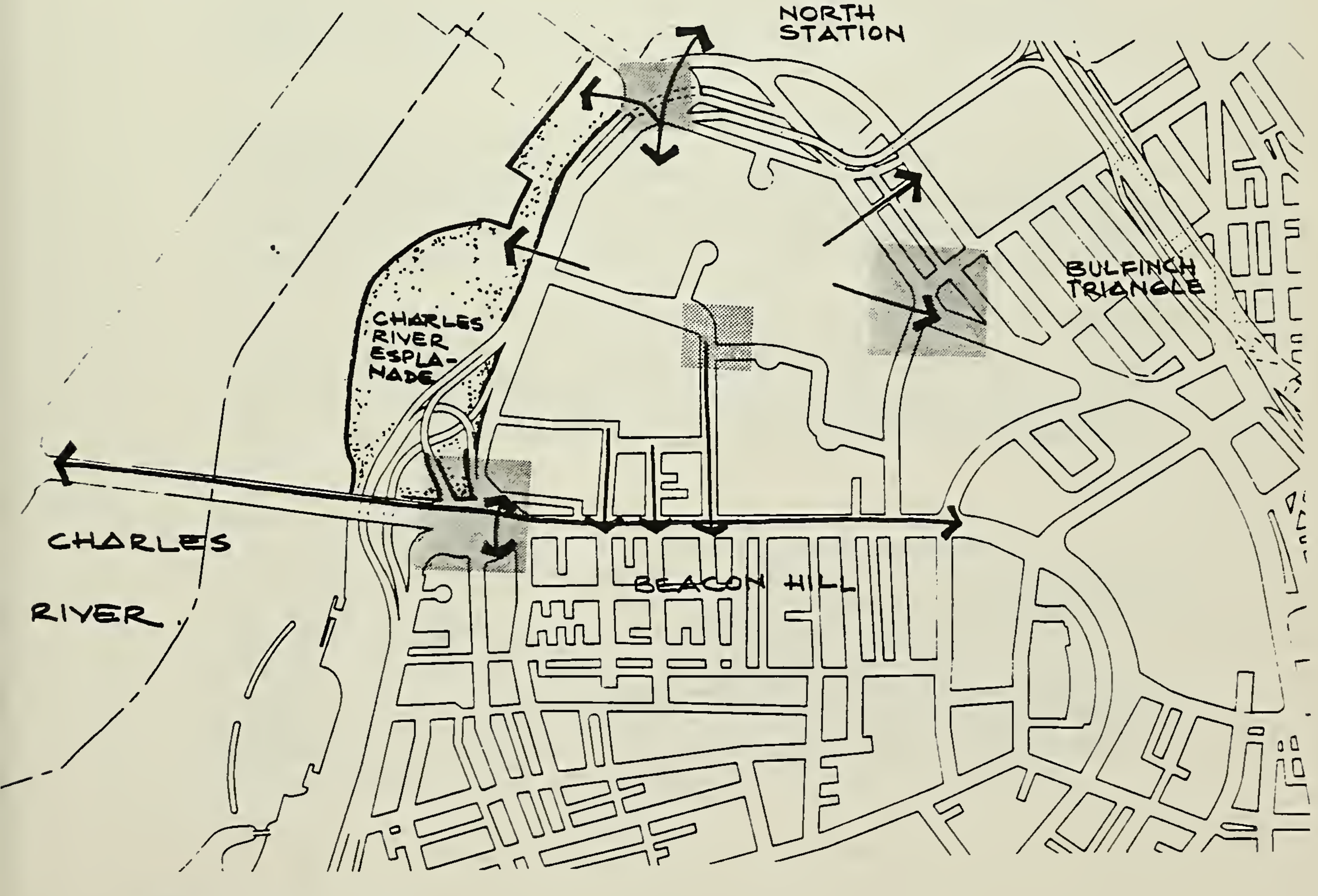
WEST END: PEDESTRIAN CONNECTIONS

Existing Pedestrian Conditions/Connections to be Improved

1. Pedestrain bridges (2) to Charles River Esplanade.
2. Pedestrian aminities/character of N.Grove, N.Anderson and Blossom streets leading to Cambridge street.
3. Continuity of pedestrian experience and pedestrian aminities to tie the length of Cambridge Street walk.
4. 4 major squares to be improved; Laverett Circle, Lowell Square, Charles Square and a one proposed at the intersection of Allen and Blossom Streets.

Pedestrain Connections to be Developed

1. To North Station development, across Laverett Circle and to Minot Street
2. At Lowell Square development parcel to make link to North Station and Bulfinch Triangle.
3. Interior pedestrian connections within the district (need further planning study).



WEST END

DISTRICT GOALS:

- o Develop an urban character based on pedestrian street activity, through retrofitting and infill development to create new street life and spatial order.
- o Encourage pedestriasn activity and discourage location of vehicular traffic generators into the interior of the district.
- o Enhance settings of historic buildings.
- o Preserve existing views and create new vistas to the river.
- o Develop architectural guidelines which will serve to help unify the visual discord now existing and which will bridge the rift of urban renewal.

DISTRICT ISSUES:

1. Sub-Areas Identity
West End district has three predominant use/character sub-areas. West End residential, (MGH) institutional and a mix of institutional and commercial along Cambridge street edge of the district. All of the three have urban characters not typical to Boston. The organization is based on superblocks and lacks features that clearly define the sub-areas. The residential sub-area has an unique introverted layout and bland image, unlike any other residential neighborhood in downtown Boston. The overall image is that of a' buildings in a park' setting.

2. Cambridge Street Redevelopemnt
Poor visual and active relationships exist between storefronts, especially between the north and south sides of Cambridge street. Poor quality signage, a number of underdeveloped parcels and a disregard of street wall continuity are marring the image of the street.
The nature of development that takes place on Cambridge street is of major concern to the Beacon Hill residents. Any new development must improve the pedestrian experience and visual urban quality of the street without creating adverse micro-climate, parking and visual impacts on the Beacon Hill historic district.

3. District Image
The district organization is unlike any other in Boston.
The district is organized around superblocks which is foreign to the urban character of Boston. It also presently suffers from the lack of a coherant image. The disjointed internal layout and orientation are added factors that limit its imageability. The number of parking lots and garages have added to the segmented identity of the district. The lack of visible street/ground level activity is by far the most important public image issue that all new development must aim to improve.

4. Open Spaces Lack Public Character
Though a large percentage of the ground area of the district is open, there is neither coherent open space character nor continuity of pedestrian experience. There is a lack of recognition of street life in the area. In the Residential West End (Charles River Park) where the open spaces are landscaped, they lack animation. Reuse options for existing extensive open parking lots and well intentioned plazas need to be developed. Retrofittings and new developments should attempt to reinforce street life.

5. Pedestrian Access and Security
The lack of continuity of active ground level uses along with the introverted orientation makes pedestrian security an important issue of the district. The "hard edges" of the West End, especially along Charles, Lowell and Staniford streets make pedestrian connections to the adjoining areas difficult. The district has the potential to develop a vital pedestrian link to the North Station area through the Lowell Square development. Pedestrian connections to the River Park, Science Museum, and the transit stations which serve the area should also be restructured.

6. Hospital Expansion
In order to maintain its competitive position, the Massachusetts General Hospital (MGH) needs to expand and consolidate its existing facilities. Its present facilities are scattered around Charles River Park as well as in buildings at Staniford street, and at Charles River Plaza. MGH's immediate plans are to develop its "Replacement Facilities" along the Charles river side, to accomodate approximately 800-1000 beds.

7. Jail Facilities
The Charles street jail is located on a critical site along Cambridge street, having importance to both the Beacon Hill and West End districts. Any development of the site is of major importance to the area. The jail is currently considering expansion of its existing facilities.

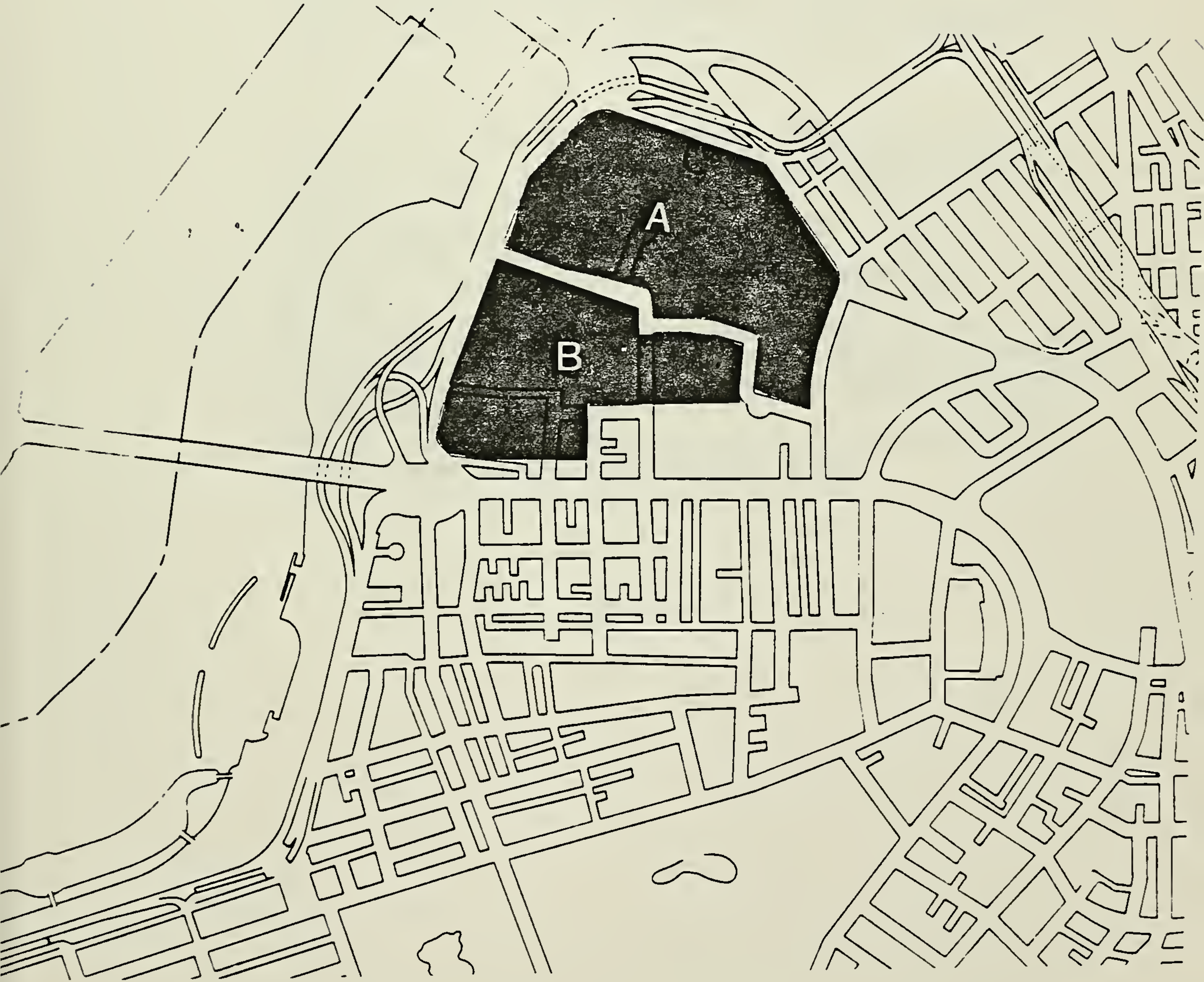
WEST END

SUB AREAS:

The West End District is subdivided into three guideline sud-areas:

A. RESIDENTIAL WEST END,

B. INSITUTIONAL WEST END,



SUMMARY OF SUB-AREA GOALS

A RESIDENTIAL WEST END

- Develop an infill stratagy to improve the experience of the area as an integrated part of Boston.
- Add density to the area by retrofitting parking lots, tower bases and vacant plaza with row house style development.
- Introduce a pedestrian scale to the spatial arrangement of buildings and street activity through retrofittings and infill development.
- Improve visual connections to downtown Boston and revitalize ground level activity.
- Retain and improve intown residential neighborhood character
- Improve pedestrian connections to surrounding contexts.

B INSTITUTIONAL WEST END

- Develop a clearer institutional identity through; a visually organized master plan and contextual, unifying architectural treatment of new infill development.
- Develop a greater sense of urban character in the open spaces between buildings.
- Introduce variety of uses to breakdown institutional character.
- Future expansion to concentrate development into two functional sub-areas; in-patient centered around the grey and white buildings to the east, and research facilities adjacent to the Bulfinch building.
- Redevelopment to also improve ground level circulation,and protect Bulfinch building setting and views.

A WEST END RESIDENTIAL: GUIDELINES

Height:

The existing tower heights range from 250 to 400. New infill should create a transition from the heights of existing apartment towers to low 3 to 5 story townhouse structures. Maximum allowable height shall be 70 feet.

Massing:

Infill and retrofittings to existing structures along Charles street and Martha road edges should:
- create a street edge without building a continuous street wall (barrier).
- provide transition from the towers to creating lower heights at the street edge.
- retain view corridors from the interior to the river and to major landmarks

Infill and retrofittings of sites/buildings to the interior of the district should:
- break up the existing massing at ground level to create useable neighborhood public spaces.
- create sequence/hierarchy of public to semi-private (lobby) transition area, to better define the existing open spaces.
- create transition of scale of buildings towards the edges. Introduce low to moderate scale retrofittings.
- develop building massing and street edges that define view corridors oriented to major landmark features and neighboring districts.
- create a street edge of residential character along Chamber, Allen and any new steets that may be laid out.

Character

New developemnt should strive to introduce more of a Boston character to the area through the use of local materials, finer grained buildings, urban open spaces, local building forms and most of all through the introduction of ground level pedestrian activity.

Pedestrian

- Connect pedestrian paths of the residential area to neighboring areas.
- Improve pedestrian connections to Lowell Square development.
- Introduce better signage and orienting vistas to improve residential and pedestrian character.

Uses

Maintain and reinforce predominantly residential use. Encourage infill townhouse development to create transition of scales. Introduce a mix of uses at ground level that would help provide commercial uses to the residential area and animate the pedestrian level spaces.

Height: New buildings shall keep to a predominant height of 150 feet. Special exceptions may be made for the expansion of the MGH and the jail facilities. One taller (than 150 feet) structure for each institution is allowed.

New development should not create a wall along the river.

New structures should create a transition from taller setbeck buildings to a smaller pedestrian scale at the street edge.

Massing: Infill and retrofittings to existing buildings along Charles street shall

- step back taller structures to the interior.
- relate facade treatment and building orientation to views from the Charles River Park
- create an urban street edge without building a continuous street wall (barrier).
- massing should respect neighboring residential area.

Infill and Retrofittings within the interior of this sub-area shall

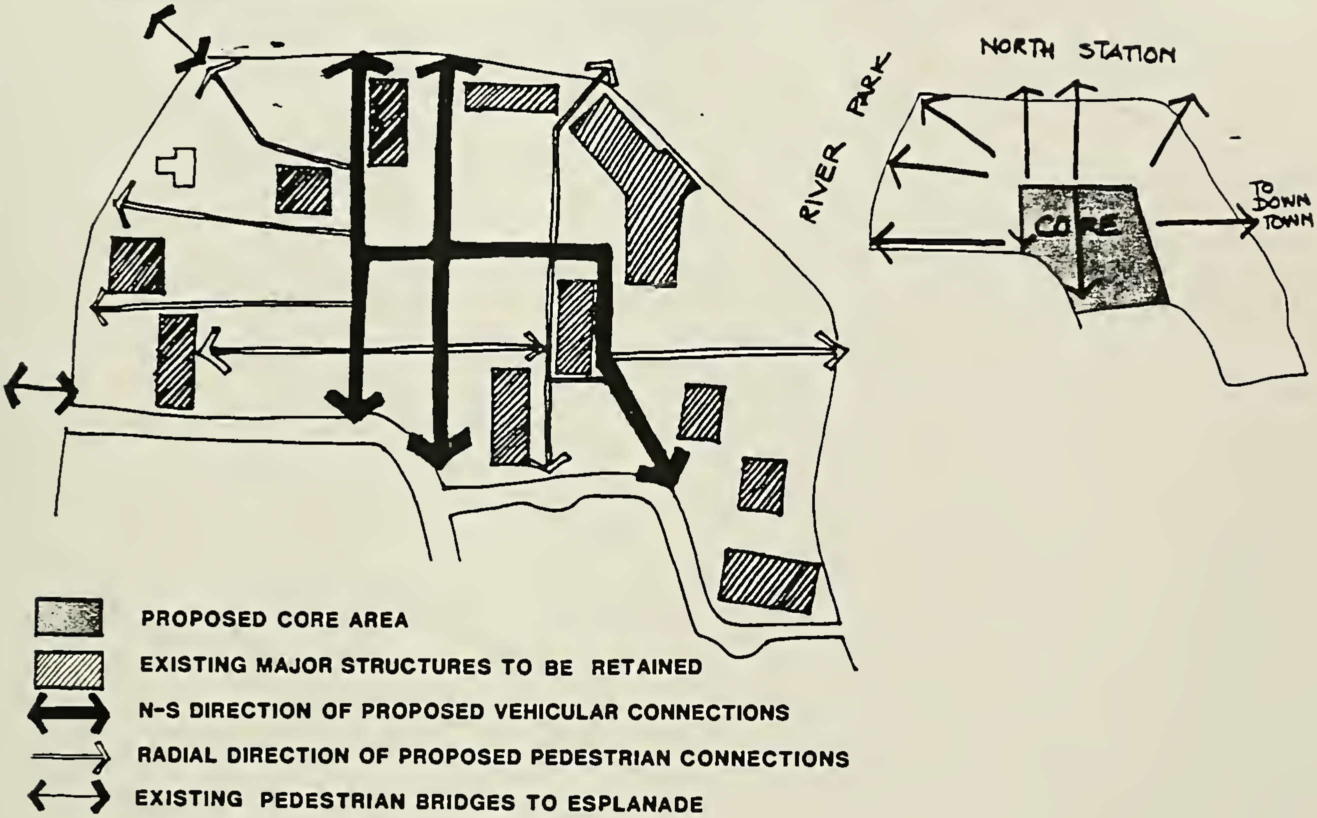
- develop urban street character to frontages along all exterior circulation areas.
- continue characteristic facade features of adjacent structures.
- attempt to unify discordant building designs
- create urban open spaces between buildings.
- create a street edge of pedestrian scale architecture and activity along Blossom, Allen, Grove, Anderson and Parkman streets.

Materials: Primary building material shall be brick, cast stone, and granite; to develop on the existing character and to improve transition to Beacon Hill.

Uses: Primary uses are the Hospital and Jail. Redevelopment plans of existing Institutions must do so in such a way as to minimize vehicular traffic flow between buildings. Offices and administrative facilities should be oriented to the commercial uses along Cambridge street. Uses that do not conflict with the needs of the institutions but help vitalize pedestrian use of the area, such as housing and small stores, especially along Grove, Anderson and Blossom streets, are encouraged.

Rooftops: All buildings should be massed, within the limits of other guidelines, to create distinctive rooftops. Mechanical equipment penthouses shall be set back a minimum of 12 feet from the parapet and shall not exceed 15 feet in height. Its form shall be integrated with the overall building design/form.

WEST END: SCHEMATIC INFILL CONCEPT*


NORTH STATION
RIVER PARK
CORE
TO DOWN TOWN
PROPOSED CORE AREA
EXISTING MAJOR STRUCTURES TO BE RETAINED
N-S DIRECTION OF PROPOSED VEHICULAR CONNECTIONS
RADIAL DIRECTION OF PROPOSED PEDESTRIAN CONNECTIONS
EXISTING PEDESTRIAN BRIDGES TO ESPLANADE

CONCEPT

Principle

- Create a radial pattern of spatial reorganization based on :
  - selective demolision and infill
  - topographic advantages of site
  - directing movement and connections to all four edges
  - creating view corridors

- Create a street edge character along Charles Street and Lomasney Way, punctuated with radial connections from within.

- Break up site into a variety of scales of possible infill sites to create different types of transitions from existing towers to street level.

- Create an active core of mixed commercial land residential uses to create a center for the radial pattern of circulation.

* pattern indicated on the diagram is not a street layout but a schematic representation of the direction of connections to be made .

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